

AGENDA

DEPARTMENT OF ENVIRONMENTAL QUALITY TRANSPORTATION AND NATURAL RESOURCES COMMITTEE STATE ADMINISTRATIVE BOARD

Transportation and Natural Resources Committee

April 30, 2003

State Administrative Board

May 6, 2003

SUBMERGED LANDS

1. Proposed private use agreement of 3.72 acres of Lake Michigan public trust bottomlands in Leelanau Township, Leelanau County.

Applicant: Indian Beach Homeowners Association

Consideration: \$1,760 per year per Rule 7

2. Proposed deed of a 0.78-acre parcel of Lake Michigan public trust bottomlands in the City of Suttons Bay, Leelanau County.

Applicant: Northern Lumber Company

Consideration: \$75,000 per Rule 7

3. Proposed deed to a 0.30-acre parcel of filled Lake St. Clair public trust bottomlands in the South Channel Section, St. Clair Flats, Lake St. Clair, Clay Township, St. Clair County

Applicant: Gates Maize

Consideration: \$5,800 per Sections 33903 and 33918 of Part 339, Control of Certain State Lands, of the Natural Resources and Environmental Protection Act, 1994 PA 451, as amended.

Harold R. Fitch, Chief
Geological and Land Management Division
Department of Environmental Quality

Date

A G E N D A

NATURAL RESOURCES ITEMS FOR

TRANSPORTATION AND NATURAL RESOURCES COMMITTEE - STATE ADMINISTRATIVE BOARD

Transportation and Natural Resources - April 30, 2003 - 3:30 P.M.
State Administrative Board Meeting - May 6, 2003 - 11:00 A.M.

MINERAL LEASES

1. Sealed Bid Nonmetallic Lease Auction Held February 18, 2003. A total of 519.40 acres more or less of State-owned minerals were offered for lease. A total of 239.40 acres were bid in for parcels in Cheboygan and Roscommon counties.

Terms: Seven (7) year term with a possible three (3) year extension, if in the best interest of the State. Successful bids ranged from \$0.81 per ton to \$1.50 per ton for production royalty. Annual rental: \$2.00 per acre.

2. Direct Nondevelopment Oil and Gas Leases (2), SRW, Inc. of Bad Axe, Michigan, 320.00 acres, more or less State Military Board and Department of Natural Resources-owned minerals, Sections 27 and 28, T29N, R02W, Chester Township, Otsego County.

Terms: One-year term, no extensions, 1/6 royalty, \$16,000.00 bonus consideration (\$50.00 per acre), and a \$2.00 per acre annual rental.

3. Direct Development Oil and Gas Lease, Lithos Exploration, Inc. of Traverse City, Michigan, 20.00 acres more or less of Department of Natural Resources State-owned minerals, Section 35, T17N, R04E, Pinconning Township, Bay County.

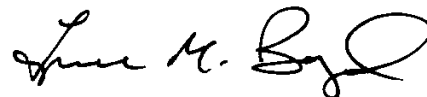
Terms: One-year term, no extensions, 1/5 royalty, \$2,500.00 bonus consideration (\$125.00 per acre), and a \$2.00 per acre annual rental.

Item 1. was formally approved by the Director, Department of Natural Resources on April 11, 2003, and Items 2. and 3. were formally approved by the Chief, Forest, Mineral and Fire Management of the Department of Natural Resources on April 14, 2003. The form of legal documents involved in these transactions has previously been approved by the Attorney General.

I recommend approval.

Respectfully submitted:

Department of Natural Resources



By: _____
Lynne M. Boyd, Manager
Mineral and Land Management Section
Forest, Mineral and Fire Management

AGENDA

DEPARTMENT OF TRANSPORTATION

TRANSPORTATION and NATURAL RESOURCES COMMITTEE STATE ADMINISTRATIVE BOARD

T&NR Meeting: April 30, 2003 - Secretary of State's Office, 3:30 PM
State Administrative Board Meeting: May 6, 2003 - State Capitol, 11:00 AM

SUBCONTRACTS

- | | | | |
|----|---|----------------------|---------------------|
| 1. | Saginaw Asphalt Paving
3200 Carrollton Road
Carrollton, MI 48724 | HMA Resurface | \$179,850.03 |
|----|---|----------------------|---------------------|

Approval is requested to authorize the Huron County Road Commission to award a subcontract for a one-course asphalt overlay and shoulder on 2.3 miles of State trunkline on M-25, Lange Road to Canboro Road. This project includes cold milling, pavement markings, shoulder work and approach work. The project was advertised, and four bids were received. The lowest bid was selected. The contract will be in effect from the date of award through September 30, 2003. Source of Funds: 100% State Restricted Trunkline Funds

Purpose/Business Case: This contract provides for bituminous aggregate surface to be placed on 2.3 miles of State Trunkline in Huron County.

Benefit: The contract provides for safer highways for the traveling public.

Funding Source: Funding for this contract is provided by State Restricted Trunkline Funds.

Commitment Level: A one-year contract with a fixed amount.

Risk Assessment: If the duties are not performed, the roadway segment could become a hazard for the traveling public.

Cost Reduction: The project was competitively bid and advertised; the low bidder was selected.

New Project Identification: Resurfacing established roadway.

CONTRACTS

2. HIGHWAYS – Railroad Force Account Work

Railroad Force Account work under Master Agreement (94-0805) between MDOT and CSX Transportation, Inc., dated October 9, 1995, provides for improvements under job number 59481 to a crossing of CSX in the city of Fennville, Allegan County. These improvements include reconstruction of the crossing and correction of adverse approach grades. This work will reduce the number of low riding vehicles that get caught on the tracks.

Estimated Funds:

Federal Highway Administration Funds	\$81,900
State Restricted Trunkline Funds	<u>\$ 9,100</u>
Total Funds	<u>\$91,000</u>

STR 03021 - 59481

Railroad Force Account Work

Purpose/Business Case: To reconstruct railroad crossing and correct adverse approach grades.

Benefit: Increased safety by reducing the number of low riding vehicles that get caught on the tracks due to the grade differential.

Funding Source: Federal Surface Transportation Rail Safety Funds and State Railroad Grade Crossing Funds.

Commitment Level: 90% Federal and 10% State; based on estimate.

Risk Assessment: Vehicles will continue to get caught on the tracks and present a safety hazard.

Cost Reduction: Improvements are on railroad property, and CSX is doing the work. Estimate reviewed to make sure costs are reasonable and valid.

New Project Identification: Improve existing railroad crossing.

3. HIGHWAYS - University Services

Authorization (Z2) under Contract (96-5434) between MDOT and Michigan Technological University will provide for services to modify the crash location file sent to the MDOT crash locator data base (MCLS). The work under this authorization will provide for the changes required before MDOT can make necessary changes to the crash locator database. This authorization will be in effect from the date of award through September 30, 2003. The authorization amount will be \$30,292. The contract term is from April 18, 1997, until not less than 90 days from the date of written notice of desire to terminate by either party to the other party. Source of Funds: 100% Federal Highway Administration Funds.

Purpose/Business Case: The Crash Process Redesign (CPR) project is a cross-agency Information Technology (IT) initiative by the Michigan Departments of State, Transportation, Information Technology, and State Police. The project's objective is to improve the accuracy and timeliness of crash data collection and to enable government agencies to make timely decisions to improve traffic safety. The work effort outlined in this authorization is to allow MTU to make minor modifications to the Michigan Crash Location System (MCLS). This software will align MCLS with CPR Phase 1 development and improve crash locating.

Benefit: An improved crash system will allow traffic safety professionals to make more timely and accurate decisions, which will result in the better use of State and Federal safety funds. Benefits for the project have been quantified in the MDOT Executive Project Review document.

Funding Source: 100% Federal Highway Administration Funds; safety grant received by the State of Michigan based on improved seat belt usage.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: A risk assessment plan is in place for the entire CPR project, including this authorization work. This work is critical in order to proceed with CPR.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

New Project Identification: The MCLS project is not a new project. It is an ongoing project managed by MDOT's Traffic and Safety Division. This work effort is only to make minor modifications to the system to align with the CPR project. Approval of this work is critical in order to proceed with CPR.

4. HIGHWAYS - IDS Design Consultant Services

Authorization Revision (Z13/R1) under Contract (99-0872) between MDOT and HH Engineering, Ltd., will renew the authorization and extend the authorization term by six months to provide sufficient time for the consultant to complete the services. The original authorization provides for design services to be performed for the widening of I-94 in Emmett Township, Calhoun County (CS 13061 - JN 55941C). The revised authorization term will be from March 1, 2001, through November 18, 2002, and from the date of the award of this renewal/amendment through six months. No costs will be incurred between the expiration of the contract and the award of this renewal/amendment. The total authorization amount remains unchanged at \$136,600. The contract term is November 18, 1999, through November 18, 2003. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: Design, construction, and inspection of a safety project. This project will add a center turn lane on the I-94 business loop from Arlington Rd. to Wattles Ave., Emmet Township, Calhoun County.

Benefit: Safety project: traffic study warrants a center turn lane. This center turn lane will separate the left turn movements from through traffic, therefore reducing possible accidents.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: Not adding a center turn lane will allow current crash patterns to continue.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

New Project Identification: Partially new. Adding turn lane to existing roadway to address safety issues.

5. HIGHWAYS - Increase Scope and Amount

Amendatory Contract (2000-0024/A13) between MDOT and Orchard, Hiltz & McCliment, Inc., will add revised stage construction plans and street light design and increase the contract amount by \$43,071.79. The original contract provides for the design of US-12 (Michigan Avenue) from Firestone Avenue to Livernois Road in the cities of Dearborn and Detroit, Wayne County (CSs 82062 - JNs 59881C and 47064C). The contract term remains unchanged, March 3, 2000, through December 31, 2003. The revised total contract amount is \$1,893,668.11. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline funds.

Purpose/Business Case: To revise staging plans to match the maintaining traffic write-up and to add street light design to the contract.

Benefit: Cost savings, because if the changes were not added now, the work would have to be done in construction, delaying both projects.

Funding Source: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: Both projects require the additional work in order to be built.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed services.

New Project Identification: No, both projects are for reconstruction of existing pavement.

6. *HIGHWAYS – IDS Renewal/Time Extension

Renewal and Amendatory Contract (2000-0059/A1) between MDOT and Rowe, Inc., will renew the contract and extend the contract term by eleven months to allow the consultant sufficient time to complete ongoing projects. The original contract provided for design engineering services and related work necessary for the construction of highway projects to be performed on an as needed/when needed basis. The revised contract term will be from March 9, 2000, through March 9, 2003, and from the date of award of this renewal/amendment through February 12, 2004. No costs will be incurred between the expiration date of the original contract and the award of this renewal/amendment. The maximum contract amount remains unchanged at \$3,000,000. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

Purpose/Business Case: Will provide for completion of design engineering services for reconstruction of I-75 from CSX Railroad Bridge to Birch Run Creek, Saginaw County, CS 73171 - JN 48574C.

Benefit: Improve ride quality, safety, and long-term maintenance costs.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: Higher maintenance costs, safety issues not resolved.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

New Project Identification: No.

7. *HIGHWAYS - IDS Renewal/Time Extension

Renewal and Amendatory Contract (2000-0140/A1) between MDOT and Parsons Brinckerhoff Michigan, Inc., will renew the contract and extend the contract term by approximately eleven months to provide sufficient time for the consultant to complete ongoing projects. The original contract provided for design engineering services and related work necessary for the construction of highway projects to be performed on an as needed/when needed basis. The revised contract term will be from March 9, 2000, through March 9, 2003, and from the date of award of this renewal/amendment through February 12, 2004. No costs will be incurred between the expiration date of the original contract and the date of award of this renewal/amendment. The maximum contract amount remains unchanged at \$3,000,000. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Purpose/Business Case: To extend an existing contract.

Benefit: Extending this contract will provide necessary time for the consultant to finish the design plans.

Funding Source: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If the contract is not extended, previously authorized work will not be completed.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

New Project Identification: This is not a new project.

8. HIGHWAYS - IDS Construction Engineering Services

Authorization Revision (Z1/R3) under Contract (2000-0144) between MDOT and V3 Infrastructure Services, Ltd., will provide for additional design engineering services for the widening of existing M-51 and will increase the authorization amount by \$55,370. The original authorization (Z1) provides for design consultant services on M-51 from the US-12 business route (BR) to Pucker Drive, city of Niles (CS 11091 JN 50755C). The term of the authorization remains unchanged August 29, 2001, through March 9, 2004. The revised total authorization amount will be \$399,265.77. The contract term is March 9, 2000, through March 9, 2004. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: An increase in the consultant design authorization for this project is requested to change the project design from full reconstruction of M-51 within the city of Niles to widen existing M-51. Curb and gutter grades, drainage, and widening sections must be re-designed so that they will tie into existing facilities appropriately. Plans have been previously developed up to the plan review process step, which is 80% complete.

Benefit: The operational benefit of adding the center turn lane will continue to be achieved without a budget increase. Projected increases in real estate and utility relocation expenses can be offset by continued use of the existing road base for M-51, which is in good condition. Impacts on the existing 14" watermain under the pavement will be minimized.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: M-51 pavement may be damaged by future watermain maintenance activity. The watermain study shows only two maintenance repairs since 1982. This is an acceptable level of risk compared to the estimated \$1,000,000 cost to replace the pavement, base material, and watermain.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

New Project Identification: Partially new. Widen existing M-51 in the city of Niles, HMA, mill and resurface.

9. HIGHWAYS - IDS Design Consultant Services

Authorization (Z11) under Contract (2000-0149) between MDOT and T.Y. Lin International Great Lakes, Inc., will provide for the design of I-96, under I-96 westbound to the I-94 westbound ramp (S42) in Wayne County. The work items include deck replacement, widening, painting, and substructure repair. This authorization will be in effect from the date of award through March 9, 2004. The authorization amount will be \$258,024.44. The contract term is March 9, 2000, through March 9, 2004. Source of Funds: 90% Federal Highway Administration Funds and 10% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for deck replacement, widening, painting, and substructure repairs.

Benefit: New bridge deck and repairs that will extend the life of this structure.

Funding Source: 90% Federal Highway Administration Funds and 10% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: The risks of not completing this project are higher continuous maintenance costs and decreased motorist safety.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

New Project Identification: This is not a new expansion project.

10. HIGHWAYS - IDS Design Consultant Services

Authorization (Z12) under Contract (2000-0149) between MDOT and T.Y. Lin International Great Lakes, Inc., will provide for the design of I-96, over I-94 (S46) in Wayne County. The work items include deck replacement, widening, painting, and substructure repair. This authorization will be in effect from the date of award through March 9, 2004. The authorization amount will be \$235,422.37. The contract term March 9, 2000, through March 9, 2004. Source of Funds: 90% Federal Highway Administration Funds and 10% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for deck replacement, widening, painting, and substructure repairs.

Benefit: New bridge deck and repairs that will extend the life of this structure.

Funding Source: 90% Federal Highway Administration Funds and 10% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: The risks of not completing this project are higher continuous maintenance costs and decreased motorist safety.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

New Project Identification: This is not a new expansion project.

11. HIGHWAYS - IDS Construction Engineering Services

Authorization Revision (Z22/R1) under Contract (2001-0482) between MDOT and Wilcox Professional Services, LLC, will provide for full engineering services, increase the authorization amount by \$156,981, and extend the authorization term by twelve and a half months. The original authorization provides for preliminary work for full construction engineering on US-10 from west of 175th Avenue to west of 110th Avenue in Osceola County (CS 67022 - JN 48445A), for a total cost of \$26,479.38. The revised authorization term will be February 13, 2003, through May 15, 2004. The revised total authorization amount will be \$183,460.38. The contract term is May 15, 2001, through May 15, 2004. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Purpose/Business Case: To extend the life of the pavement and increase safety and traffic flow on US-10 by adding passing relief lanes.

Benefit: Improved ride, safety, traffic flow, and long term maintenance costs.

Funding Source: 81.85 % Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: Higher maintenance costs, and safety issues not resolved.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

New Project Identification: No.

12. HIGHWAYS - IDS Construction Engineering Services

Authorization Revision (Z10/R1) under Contract (2001-0955) between MDOT and HNTB Michigan, Inc., will add services to provide for construction engineering services to be performed on M-29 from Francis Street to Riverside Drive, East China Township, St. Clair County (CS 77052 - JN 45760A) and will increase the authorization amount by \$317,004.83. The original authorization (Z10) provided for the mobilization of manpower to properly inspect the initial phase due to the construction contractor starting sooner than anticipated, for a total cost of \$48,173.96. The work items include cold milling and resurfacing, concrete pavement repairs, widening, drainage modifications, and pavement markings and signing. The authorization term remains unchanged, April 17, 2003, through August 28, 2004. The revised authorization amount will be \$365,178.79. The contract term is August 28, 2001, through August 28, 2004. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Purpose/Business Case: A consultant contract to administer and inspect MDOT construction projects is needed to ensure the project is constructed in accordance with the construction specifications and standards.

Benefit: By hiring a consultant to perform the construction administration of the project, the State is assured of having a construction project that is built to the highest quality possible and getting the best value of the taxpayers dollar.

Funding Source: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: Without a consultant there would be minimal inspection and oversight by the State, which would cause the project to be built to a lower standard and lead to costly overruns. A lower quality construction project would cause quicker deterioration of the road surface and the need to rebuild the infrastructure sooner.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

New Project Identification: This construction project is a rehabilitation of an existing road surface. No new expansion projects are part of this construction engineering.

13. *HIGHWAYS - Retroactive Time Extension

Retroactive Amendatory Contract (2001-0966/A2) between MDOT and Fishbeck, Thompson, Carr & Huber, Inc., will retroactively extend the contract term by nine months to provide sufficient time for the consultant to complete the services. The original contract provides for geotechnical services related to the installation of the remedial system for MDOT's Marshall Maintenance Garage. The revised contract term will be October 16, 2001, through December 31, 2003. The total contract amount remains unchanged at \$286,302.47. Source of Funds: 100% Michigan Department of Environmental Quality Funds. This extension was initially requested prior to the contract expiration date of March 31, 2003. The request was made by the Project Manager, who then assumed the extension was in place. On April 1, 2003, the Project Manager discovered that the extension had not been issued, necessitating a retroactive extension. The service could not be suspended after the March 31, 2003, date because this is environmental cleanup work.

Purpose/Business Case: The Marshall Maintenance Garage is a leaking underground storage tank site that is undergoing an environmental cleanup operation.

Benefit: Clean up of this site will improve the groundwater quality at the Marshall Garage location and keep MDOT in compliance with State of Michigan environmental statutes.

Funding Source: This project is being funded by the State Sites Cleanup Program under Act 380, P.A. 1996, as amended. The Michigan Department of Environmental Quality administers this fund.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

*Denotes a non-standard contract/amendment

Risk Assessment: MDOT will be out of compliance with Part 213 of Act 451, P.A. 1994, as amended, if this project is terminated.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

New Project Identification: This is not a new project. The environmental investigation and cleanup at this site has been ongoing since 1987.

14. HIGHWAYS - Cost Participation for Local Agency Construction Contract
Contract (2001-5466) between MDOT and the Tuscola County Road Commission will provide for funding participation in the following improvements:

Bituminous overlay work for the Highway M-24 detour route from Highway M-24 to Brown Road to Shott Road to Saginaw Road to Highway M-24.

Estimated Funds:

Federal Highway Administration Funds	\$56,900
State Restricted Trunkline Funds	<u>\$ 6,300</u>
Total Funds	<u>\$63,200</u>

STR 79061 - 43593; Tuscola County
Local Letting

Purpose/Business Case: Reconstruction of railroad crossings on Federal Aid System.

Benefit: Provides for the safe maintenance of traffic during closure of railroad crossing.

Funding Source: Federal Highway Bridge Replacement and Rehabilitation Program Funds; State Trunkline and Bridge Construction Funds; no Build Michigan III Funds.

Commitment Level: 90% Federal; 10% State; capped at \$63,200

Risk Assessment: Road closure required to insure highest quality work for Highway M-24 railroad crossing improvement project.

Cost Reduction: Low bid by Tuscola County and concurrence by MDOT Bay Region. .

New project Identification: Reconstruction of railroad crossings throughout Tuscola County.

15. HIGHWAYS - Increase Scope and Amount
Amendatory Contract (2002-0207/A3) between MDOT and Wade-Trim/Associates, Inc., will add additional design services to the project work and increase the contract amount by \$202,173.56. The original contract provides for the design of I-96 (Telegraph Road - Jeffries Freeway), US-24 (Telegraph Road), and Old M-14 Plymouth Road, in the city of Detroit, Wayne County (CS 82122 - JN 45705C). The contract term remains unchanged, March 29, 2002, through December 30, 2003. The revised total contract amount will be \$5,275,900.64. Source of Funds: 90% Federal Highway Administration Funds and 10% State Restricted Trunkline Funds.

Purpose/Business Case: Road and Bridge Rehabilitation design.

Benefit: Roads and Bridges are repaired, providing safety for the public.

Funding Source: 90% Federal Highway Administration Funds and 10% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: MDOT gains repaired roads and bridges, which lowers future maintenance costs and increases the safety to the traveling public.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

New Project Identification: This is rehabilitation of existing roads and structures.

16. HIGHWAYS - IDS Construction Engineering Services
Authorization (Z17) under Contract (2002-0216) between MDOT and DLZ Michigan, Inc., will provide for as needed full-time inspection and testing services for bridge rehabilitation work of I-69 in Calhoun County (CS 13073 - JN 50775A). The authorization (Z17) will be in effect from the date of award through June 30, 2004. The authorization amount will be \$526,532.70. The contract term is January 29, 2002, through January 29, 2005. Source of Funds: 90% Federal Highway Administration Funds and 10% State Restricted Trunkline Funds.
- Purpose/Business Case:** The purpose of the activity is road reconstruction and bridge rehabilitation.
Benefit: The benefit of this project is improved rideability and safety through providing the public with a reconstructed road and rehabilitated bridges. Commerce and tourism are improved through better transportation.
Funding Source: 90% Federal Highway Administration Funds and 10% State Restricted Trunkline Funds
Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.
Risk Assessment: The risk of not performing this activity is that the public would drive on a deteriorated road and bridges, which are rapidly becoming unsafe unless improved soon. This consultant contract is for hiring consultant inspectors to inspect the construction work. If the construction work is done without proper inspection, Federal aid funds could be lost.
Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.
New Project Identification: This is not a new project. This project consists entirely of rehabilitation of existing road and existing bridges.
17. HIGHWAYS - IDS Construction Engineering Services
Authorization (Z3) under Contract (2002-0238) between MDOT and Spaulding, DeDecker and Associates, Inc., will provide for construction engineering services for a cold milling and hot mix asphalt resurfacing with minor drainage on M-29 from Palms to Flamingo, Ira Township, St. Clair County. This authorization will be in effect from the date of award through January 31, 2005. The authorization amount will be \$165,211.14. The contract term is January 31, 2002 through January 31, 2005. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.
- Purpose/Business Case:** Effective construction and delivery of the 2003 construction program for the Port Huron TSC utilizing consultant services for construction engineering.
Benefit: Successful delivery of the 2003 construction program utilizing consultant services effectively without causing costly construction delays.
Funding Source: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.
Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.
Risk Assessment: Costly contractual delays to the project.
Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.
New Project Identification: This construction project is a rehabilitation of an existing road surface.
18. HIGHWAYS - IDS Construction Engineering Services
Authorization (Z5) under Contract (2002-0246) between MDOT and Otwell Mawby Geotechnical, P.C., will provide for inspection and testing services as needed for road construction and office work to close out projects after construction. The authorization (Z5) will be in effect from the date of award through December 5, 2003. The authorization amount will be \$131,783.11. The contract term is January 29, 2002, through January 29, 2005. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

Purpose/Business Case: Failure to provide adequate inspection on projects jeopardizes Federal participation, and with current staffing levels, we are unable to cover all projects.

Benefit: Federal participation in highway projects requires inspection.

Funding Source: Federal, Restricted State, or local funds, depending on the particular project authorized.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: The risk of not performing this activity is loss of Federal highway dollars.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

New Project Identification: This contract is for inspection of construction projects already let and/or awarded. Inspection is required.

19. HIGHWAYS - IDS Design Consultant Services

Authorization (Z11) under Contract (2002-0255) between MDOT and Spicer Group, Inc., will provide for the design of I-96 under Warren Avenue in Wayne County (S02 of 82142). The work items include deck replacement, pin and hanger replacement, Intelligent Transportation System (ITS) sign removal and reinstallation, steel and substructure repair. The total length of the existing four-span bridge is approximately 256 feet. This authorization will be in effect from the date of award through January 17, 2005. The authorization amount will be \$181,483.09. The contract term is January 17, 2002, through January 17, 2005. Source of Funds: 80% Federal Highway Administration, 20% State Restricted Trunkline Funds.

Purpose/Business Case: The work is for deck replacement and substructure repairs

Benefit: A new bridge deck and substructure will extend the life of this structure.

Funding Source: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: The risk of not completing this project is higher continuous maintenance costs and decreased motorist safety.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

New Project Identification: This is rehabilitation of an existing structure.

20. HIGHWAYS - Increase Scope and Amount

Amendatory Contract (2002-0479/A1) between MDOT and Wilcox Professional Services, LLC, will add revised design services to the project work and increase the contract amount by \$913,952.59. The original contract provides for the design of four bridges on I-94 in St. Clair County (CS 77111 - JN 56327D and 51507D/F/G). The contract term remains unchanged, June 21, 2002, through January 31, 2004. The revised total contract amount will be \$1,761,584.99. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: Bridge rehabilitation design.

Benefit: Bridges are repaired, providing safety for the public.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: MDOT gains repaired bridges which lowers future maintenance costs, and increases the safety to the traveling public.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

New Project Identification: This is rehabilitation of existing structures.

21. HIGHWAYS - IDS Design Consultant Services

Authorizations (Z2/Z3) under Contract (2002-0686) between MDOT and HH Engineering, Ltd., will provide for the design of structures over I-75, city of Detroit, Wayne County (CSs 82251 and 82252 - JNs 59296C and 59297C). The work items include approach work, drainage modifications, and guardrail replacement and upgrades. The total cost of these authorizations will be \$309,100. The contract term is September 20, 2002, through September 20, 2005.

Authorization (Z2) will be in effect from the date of award through September 20, 2005. The authorization amount will be \$134,250 (JN 59296C). Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Authorization (Z3) will be in effect from the date of award through September 20, 2005. The authorization amount will be \$174,850 (JN 59297C). Source of Funds: 90% Federal Highway Administration Funds and 10% State Restricted Trunkline Funds.

Purpose/Business Case: Design of approach work and maintaining traffic or bridge reconstruction.

Benefit: New bridge decks and approaches will extend the life of these structures.

Funding Source: (Z2): 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds. (Z3): 90% Federal Highway Administration Funds and 10% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If the project is not developed there would be increased motorist safety risk and the risk of losing Federal Funding.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

New Project Identification: Rehabilitation of existing structures.

22. HIGHWAYS - Cost Participation for Local Agency Construction Contract

Amendatory Contract (2002-5514) between MDOT and the City of Warren will provide for funding participation in the construction of the following improvements utilizing Transportation Economic Development Category A Funds:

Construction of a two-lane concrete roadway along Tank Avenue from 1,400 feet west of Van Dyke Avenue to 2,650 feet west of Van Dyke Avenue.

Estimated Funds:

	<u>ORIGINAL</u>	<u>AMENDED</u>	<u>TOTAL</u>
State Restricted Economic Development Funds	\$542,097	\$156,068	\$698,165
City of Warren Funds	\$ 27,153	\$(27,153)	\$ 0
Total Funds	<u>\$569,250</u>	<u>\$128,915</u>	<u>\$698,165</u>

EDA 50522 - 53926; Macomb County
Amendment

The purpose of this amendment is to provide for a payment adjustment to be made for final eligible costs of this project and increase the maximum amount of State Funds applied to the eligible items of the project cost from \$542,097 to \$698,165.

Purpose/Business Case: To amend original contract to adjust payment toward eligible items of the project cost based on final costs and increase the maximum amount of State funding from \$542,097 to \$698,165.

Benefit: To be able to expend unused funds that are available for this portion of a multiple phase grant.

Funding Source: State Transportation Economic Development Funds.

Commitment Level: 100% State funds up to an amount not to exceed \$698,165; based on final costs.

Risk Assessment: With amendment, MDOT follows through on its intent to pay for eligible items of work where funds are available.

Cost Reduction: N/A. (Original contract was for low bid.)

New Project Identification: N/A (Original contract was to construct new roadway).

23. HIGHWAYS - IDS Construction Engineering Services

Authorization (Z2) under Contract (2003-0132) between MDOT and Surveying Solutions, Inc., will provide for construction staking services to be performed as needed for Bay Region road construction and bridge rehabilitation work, including the performance of staking services during construction and office work to close out projects after construction. This authorization will be in effect from the date of award through April 10, 2006. The authorization amount will be \$449,885.73. The contract term is April 10, 2003, through April 10, 2006. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Purpose/Business Case: To effectively construct and deliver the 2003 construction program for the Bay City TSC utilizing consultant services for construction staking.

Benefit: Successfully deliver the 2003 construction program utilizing existing MDOT personnel and consultant services effectively without causing costly construction delays.

Funding Source: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: Costly contractual delays to the project.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

New Project Identification: No new expansion projects are part of this construction staking.

24. *HIGHWAYS - University Research Services

Contract (2003-0196) between MDOT and Michigan State University will provide for research services to develop information and educational programs to alleviate deer-vehicle collisions. The work items of this contract include the determination and development of reports and research necessary to completing the final report. This contract will be in effect from the date of award through September 30, 2004. The total contract amount will be \$62,306. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Purpose/Business Case: The purpose is to reduce the frequency of deer-vehicle collisions (DVC) through improvement of knowledge about the characteristics of DVCs, who is involved in DVCs, and the human factors that may modify driver behavior.

Benefit: An estimated 65,000 DVCs occur annually in Michigan and result in over \$120 million in vehicle damages (an average of \$1846 per crash) and more than \$180 million in total costs to society. Reducing the number of these types of crashes will effectively lower these costs as well as reduce the number of personal injuries and deaths. Public education and awareness will help decrease the risk to human health and safety.

Funding Source: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: The frequency of DVCs will continue to increase resulting in property damage, personal injuries, and sometimes the loss of life. The informational and educational component of this health, safety, and economic issue will go unaddressed.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

New Project Identification: New research study (73999).

25. ***HIGHWAYS - University Research Services**

Contract (2003-0197) between MDOT and Michigan State University will provide for research services to determine the environmental factors affecting frequency and rates of deer-vehicle collisions in Southern Michigan. The work items of this contract include the preparation of a final report, a Geographic Information Systems (GIS) database, and models that will be distributed to enable the forecasting of the deer-vehicle collision hot spot. This contract will be in effect from the date of award through September 30, 2004. The total contract amount will be \$59,786. Source of Funds: 82% Federal Highway Administration Funds and 18% State Restricted Trunkline Funds.

Purpose/Business Case: The purpose is to determine the environmental factors affecting the rate and frequency of deer-vehicle collisions (DVCs) in Michigan, then develop computer predictive models that provide guidance on where current and future DVC hotspots will occur in the state. Geographic information systems (GIS) will be used to determine the influence of habitat composition/structures, deer habitat potential, land use and vehicle traffic patterns on the rate and frequency of DVCs.

Benefit: Research-supported knowledge is urgently needed on effective measures that can be developed to alleviate the impacts of DVCs. Reducing the number of collisions will have significant effects on reducing property damage, personal injuries, and fatalities.

Funding Source: 82% Federal Highway Administration Funds and 18% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: The rate and frequency of DVCs will continue to increase. The costs associated with these collisions will rise -- property damage, personal injuries, and fatalities. The problem will continue to grow.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

New Project Identification: New research study (74003)

26. *HIGHWAYS - State Trunkline Maintenance

Contract (2003-0216) between MDOT and the Presque Isle County Road Commission (CRC) will provide for State trunkline maintenance in Presque Isle County. The term of this negotiated contract covers the period from May 1, 2003, through September 30, 2004.

P.A. 17 of 1925 authorizes the Department to contract with cities, villages, and boards of county road commissions for the construction, improvement, or maintenance of State Trunkline highways. This maintenance contract was not competitively bid but was negotiated with the local unit of government. The Department has found that such a negotiated contract is in the public interest and has transmitted those findings in accordance with Section 11c of 1951 PA51, MCL 247.66a(c); MSA 9.1097(11c).

As negotiated by the parties, maintenance services provided under this contract will be reimbursed on a fixed unit price basis; materials will be reimbursed on a firm unit price basis as specified in the Contract; and work authorized by the Department through Transportation Work Authorizations will be reimbursed on an actual cost basis. Billings are submitted by the CRC on a monthly basis to be approved by the Department. Actual work is planned by the Department in cooperation with the CRC. In general, the total Highway Maintenance Budget for contract operations is based on legislative appropriations; the Regions in turn establish the individual county contract operations budgets that are administered by the Regions. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: This contract provides for routine maintenance of 215 lane miles of State Trunkline in Presque Isle County. The bulk of the contract provides for winter maintenance (road patrol, snow plowing, and snow removal) to ensure a safe traveled way for the public. The remainder of the contract work items cover routine summer maintenance operations, including roadside mowing, surface and shoulder maintenance, tree removal, and emergency response.

Benefit: Under the contract, the Presque Isle County Road Commission will act as an agent of the state, protecting the interests of MDOT by providing timely response mitigating hazards to the traveling public. In addition, the road commission acts in the best interest of MDOT and the public utilizing proactive maintenance techniques to protect our road and bridge network.

Funding Source: Funding for this contract is provided by State Restricted Trunkline Funds.

Commitment Level: The contract is based on negotiated unit costs for specific well-defined work items paid on a per hour unit. The number of budget hours for each work item is established in the maintenance work plan determined by the Transportation Service Center Manager.

Risk Assessment: The maintenance work items identified in this contract are essential to the operation and management of the trunkline system in Presque Isle County. Failure to perform routine maintenance may provide an unsafe travel environment for the public.

Cost Reduction: The work plan developed for this contract is monitored closely on a monthly basis to prevent use of trunkline budget for redundant or unnecessary work.

New Project Identification: N/A.

27. HIGHWAYS - Chemical Storage Facility

Contract (2003-0235) between MDOT and the Chippewa County Road Commission will provide for the construction of a chemical storage facility to be located near the intersection of M-28 and M-128 in Chippewa County. The contract will be in effect from the date of award through two years. The total contract amount will be \$450,000. Source of Funds: 95% State Restricted Trunkline Funds and 5% Chippewa County Funds.

Purpose/Business Case: Contract will provide for the construction of a chemical storage facility near the intersection of M-28 and M-128 in Chippewa County. The chemical storage building will be a concrete wall-type bulk facility with a capacity of approximately 3,100 tons for the storage of bulk chemicals to be used on State trunkline highways and county roads.

Benefit: Will assure the most cost-effective and efficient way of delivering winter operation activities in the area.

Funding Source: 95% State Restricted Trunkline Funds and 5% Chippewa County Funds.

Commitment Level: 95% State Restricted Trunkline Funds and 5% Chippewa County Funds, based on estimate. Cost-sharing contract: MDOT's final cost will be determined based on the actual pro rata share of the material volume (tonnage) processed through the facility over a five-year period.

Risk Assessment: Construction of the chemical storage facility is essential to the operation and maintenance of State trunkline highways and county roads within Chippewa County. Failure to award this contract and construct the facility would result in lack of availability of needed chemicals in a timely manner, resulting in potentially unsafe roads and travel conditions for the public.

Cost Reduction: Construction of the chemical storage facility will be closely monitored to prevent use of trunkline budget for any unnecessary work or expenditures.

New Project Identification: Construction of a new chemical storage facility.

28. *HIGHWAYS - Chemical Storage Facility

Contract (2003-0251) between MDOT and the Otsego County Road Commission will provide for the construction of a chemical storage facility in the city of Gaylord, Otsego County. The contract will be in effect from the date of award through two years. The total contract amount will be \$620,000. Source of Funds: 65% State Restricted Trunkline Funds and 35% Otsego County Funds.

Purpose/Business Case: The contract will provide for the construction of a chemical storage facility in the city of Gaylord, Otsego County. The chemical storage building will be a concrete wall-type bulk facility with a capacity of up to 7,000 tons for the storage of bulk chemicals to be used on State trunkline highways and county roads.

Benefit: Will assure the most cost-effective and efficient way of delivering winter operation activities in the area.

Funding Source: 65% State Restricted Trunkline Funds and 35% Otsego County Funds. The State's share will not exceed \$403,000.

Commitment Level: 65% State Restricted Trunkline Funds and 35% Otsego County Funds, based on estimate. Cost-sharing contract: MDOT's final cost will be determined based on the actual pro rata share of the material volume (tonnage) processed through the facility over a five-year period, not to exceed \$403,000.

Risk Assessment: Construction of the chemical storage facility is essential to the operation and maintenance of State trunkline highways and county roads within Otsego County. Failure to award this contract and construct the facility would result in lack of availability of needed chemicals in a timely manner, resulting in potentially unsafe roads and travel conditions for the public.

Cost Reduction: Construction of the chemical storage facility will be closely monitored to prevent use of trunkline budget for any unnecessary work or expenditures.

New Project Identification: Construction of a new chemical storage facility.

29. HIGHWAYS - Design Consultant Services

Contract (2003-0260) between MDOT and URS Corporation Great Lakes, will provide for the design of the reconstruction of 23 structures on I-96, from west of the eastbound I-96/M-39 ramp to Schaefer in the city of Detroit, Wayne County. The work items include reconstruction of mainline and all ramps, removal and replacement of storm sewer, lighting, sing trusses, guardrail, attenuators, and fencing. The project length is 2.87 miles. This contract will be in effect from the date of award through August 2, 2004. The total contract amount will be \$3,791,526. Source of Funds: 90% Federal Highway Administration and 10% State Restricted Trunkline Funds.

Purpose/Business Case: This contract is for the design of the I-96 expressway reconstruction project. The project limits are along the I-96 expressway, and are from east of the M-39 expressway to east of the Grand River Avenue structure. The project length is 2.87 miles and the existing pavement is in extremely poor condition. The existing roadway consists of 12 lanes (3 express lanes and 3 local lanes in each direction) and the project will include the design work for repairs on 27 associated bridges. This reconstruction project is included within MDOT's 5-year road plan; it will be found within the 2004 to 2006 STIP / TIP and is currently planned to be reconstructed during the summer of 2005.

Benefit: To improve the pavement ride, condition, and roadway safety of the expressway. This reconstruction project will also reduce the long term maintenance costs for this area.

Funding Source: 90% Federal Highway Administration Funds and 10% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated. Please note, the total contract cost is capped.

Risk Assessment: Based on the current condition of the expressway, the reconstruction is the preferred repair. Should the reconstruction not be approved, the cost to perform a combination of alternate repairs and additional maintenance, when compared to the cost of reconstruction over the same 20-year period, would be greater. Additionally, the combinations of alternate repairs and additional maintenance, when compared to the reconstruction, would require additional disruptions to the traffic. These additional disruptions would result in increased costs to the users in the form of user delays.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

New Project Identification: This is not a new expressway; it is the reconstruction of the existing expressway, with no capacity increase.

30. HIGHWAYS - IDS Engineering Services

Contract (2003-0263) between MDOT and Driesenga & Associates, Inc., will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

Purpose/Business Case: To establish an indefinite services contract so future engineering services can be authorized efficiently.

Benefit: Less administrative time needed to process authorizations versus contracts.

Funding Source: Federal, Restricted State, or local funds, depending on the particular project authorized.

Commitment Level: No funding is committed until work is authorized.

Risk Assessment: Increase in administrative costs.

Cost Reduction: N/A.

New Project Identification: This contract is not project or service specific.

31. HIGHWAYS - IDS Engineering Services

Contract (2003-0264) between MDOT and Hubbell, Roth & Clark, Inc., will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

Purpose/Business Case: To establish an indefinite services contract so future engineering services can be authorized efficiently.

Benefit: Less administrative time needed to process authorizations versus contracts.

Funding Source: Federal, Restricted State, or local funds, depending on the particular project authorized.

Commitment Level: No funding is committed until work is authorized.

Risk Assessment: Increase in administrative costs.

Cost Reduction: N/A.

New Project Identification: This contract is not project or service specific.

32. HIGHWAYS - IDS Engineering Services

Contract (2003-0265) between MDOT and Moore & Bruggink, Inc., will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

Purpose/Business Case: To establish an indefinite services contract so future engineering services can be authorized efficiently.

Benefit: Less administrative time needed to process authorizations versus contracts.

Funding Source: Federal, Restricted State, or local funds, depending on the particular project authorized.

Commitment Level: No funding is committed until work is authorized.

Risk Assessment: Increase in administrative costs.

Cost Reduction: N/A.

New Project Identification: This contract is not project or service specific.

33. HIGHWAYS - IDS Engineering Services

Contract (2003-0266) between MDOT and Nordlund & Associates, Inc., will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

Purpose/Business Case: To establish an indefinite services contract so future engineering services can be authorized efficiently.

Benefit: Less administrative time needed to process authorizations versus contracts.

Funding Source: Federal, Restricted State, or local funds, depending on the particular project authorized.

Commitment Level: No funding is committed until work is authorized.

Risk Assessment: Increase in administrative costs.

Cost Reduction: N/A.

New Project Identification: This contract is not project or service specific.

34. HIGHWAYS - IDS Real Estate Services

Contract (2003-0273) between MDOT and Consoer Townsend Envirodyne Engineers of Michigan, Inc., will provide for all aspects of technical, appraisal, acquisition, and property management services for the Real Estate Support Area to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$500,000, and the maximum amount of any authorization will be \$90,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Purpose/Business Case: To provide technical, appraisal, acquisition, and property management services.

Benefit: Ensures fair and equitable treatment of private property owners when acquiring private property for public purposes by setting just compensation in compliance with federal and state law through the use of an independent party.

Funding Source: Federal Highway Administration Funds, State Restricted Trunkline Funds, or Local Funds depending on the particular project authorized.

Commitment Level: Each authorization has a fixed cost for the work assignment.

Risk Assessment: Projects may be delayed because property rights were not obtained in a timely fashion.

Cost Reduction: This is a low bid contract.

New Project Identification: N/A.

35. HIGHWAYS - IDS Engineering Services

Contract (2003-0278) between MDOT and Progressive AE will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

Purpose/Business Case: To establish an indefinite services contract so future engineering services can be authorized efficiently.

Benefit: Less administrative time needed to process authorizations versus contracts.

Funding Source: Federal, Restricted State, or local funds, depending on the particular project authorized.

Commitment Level: No funding is committed until work is authorized.

Risk Assessment: Increase in administrative costs.

Cost Reduction: N/A.

New Project Identification: This contract is not project or service specific.

36. HIGHWAYS - IDS Engineering Services

Contract (2003-0279) between MDOT and R.S. Scott Associates, Inc., will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

Purpose/Business Case: To establish an indefinite services contract so future engineering services can be authorized efficiently.

Benefit: Less administrative time needed to process authorizations versus contracts.

Funding Source: Federal, Restricted State, or local funds, depending on the particular project authorized.

Commitment Level: No funding is committed until work is authorized.

Risk Assessment: Increase in administrative costs.

Cost Reduction: N/A.

New Project Identification: This contract is not project or service specific.

37. HIGHWAYS - IDS Engineering Services

Contract (2003-0280) between MDOT and R.W. Armstrong & Associates, Inc., will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

Purpose/Business Case: To establish an indefinite services contract so future engineering services can be authorized efficiently.

Benefit: Less administrative time needed to process authorizations versus contracts.

Funding Source: Federal, Restricted State, or local funds, depending on the particular project authorized.

Commitment Level: No funding is committed until work is authorized.

Risk Assessment: Increase in administrative costs.

Cost Reduction: N/A.

New Project Identification: This contract is not project or service specific.

38. HIGHWAYS - IDS Engineering Services

Contract (2003-0281) between MDOT and SmithGroup JJR, Inc., will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

Purpose/Business Case: To establish an indefinite services contract so future engineering services can be authorized efficiently.

Benefit: Less administrative time needed to process authorizations versus contracts.

Funding Source: Federal, Restricted State, or local funds, depending on the particular project authorized.

Commitment Level: No funding is committed until work is authorized.

Risk Assessment: Increase in administrative costs.

Cost Reduction: N/A.

New Project Identification: This contract is not project or service specific.

39. HIGHWAYS - IDS Real Estate Services

Contract (2003-0282) between MDOT and Earth Data-Towell of Michigan, LLC, will provide for all aspects of technical, appraisal, acquisition, and property management services for the Real Estate Support Area to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$500,000, and the maximum amount of any authorization will be \$90,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Purpose/Business Case: To provide technical, appraisal, acquisition, and property management services.
Benefit: Ensures fair and equitable treatment of private property owners when acquiring private property for public purposes by setting just compensation in compliance with Federal and State law through the use of an independent party.
Funding Source: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds depending on the particular project authorized.
Commitment Level: Each authorization has a fixed cost for the work assignment.
Risk Assessment: Projects may be delayed because property rights were not obtained in a timely fashion.
Cost Reduction: This is a low bid contract.
New Project Identification: N/A.

40. HIGHWAYS - IDS Engineering Services

Contract (2003-0288) between MDOT and Spalding, DeDecker & Associates, Inc., will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

Purpose/Business Case: To establish an indefinite services contract so future engineering services can be authorized efficiently.
Benefit: Less administrative time needed to process authorizations versus contracts.
Funding Source: Federal, Restricted State, or local funds, depending on the particular project authorized.
Commitment Level: No funding is committed until work is authorized.
Risk Assessment: Increase in administrative costs.
Cost Reduction: N/A.
New Project Identification: This contract is not project or service specific.

41. HIGHWAYS - Cost Participation for Local Agency Construction Contract

Contract (2003-5039) between MDOT and Frankenlust Township will provide for funding participation in the following improvements utilizing State Build Michigan III Funds:

Construction of loops in the water distribution system of Frankenlust Township in order to avoid the relocation of a water meter pit by MDOT.

Estimated Funds:

State Restricted Trunkline Funds	\$58,000
Frankenlust Township Funds	\$ 0
Total Funds	<u>\$58,000</u>

BT01 09034 - 48271; Bay County
 Local Letting

Purpose/Business Case: Construction of watermain loops to provide continuity of flow in anticipation of the future relocation of a water meter pit.

Benefit: Construct loops so that MDOT will not have to pay the more expensive cost of relocating the water meter pit.

Funding Source: Build Michigan III Funds.

Commitment Level: 100% State Restricted Trunkline Funds; lump sum payment, fixed amount

Risk Assessment: Utility relocation required for the future Highway M-84 construction project.

Cost Reduction: Since MDOT is paying the cost of the watermain loops, the Township agreed to relocate the costlier meter pit in the future at their own expense.

New Project Identification: Preparation for reconstruction of Highway M-84.

42. HIGHWAYS - Cost Participation for Local Agency Construction Contract

Contract (2003-5089) between MDOT and the Iosco County Road Commission will provide for funding participation in the construction of the following improvements utilizing Transportation Economic Development Category D Funds and Federal Highway Administration Funds in lieu of Transportation Economic Development Category D Funds:

Asphalt pavement reconstruction work along Sand Lake Road from Townline Road to Highway M-55, including base crushing and shaping, aggregate base, shoulders, concrete curb and gutter, hot mix asphalt paving, culvert, pavement marking, and slope restoration work.

Estimated Funds:

Federal Highway Administration Funds being used	
in lieu of State Restricted Economic Development Funds	\$247,200
State Restricted Economic Development Funds	\$119,000
Iosco County Road Commission Funds	<u>\$ 91,500</u>
Total Funds	<u>\$457,700</u>

EDDF 35555 - 72665

Let 4/4/2003

Purpose/Business Case: To financially assist and invest in roadway improvements related to economic development and the betterment of the State all-season road network under Public Act 231.

Benefit: Support economic growth, reduce traffic congestion, and upgrade the State all-season road system.

Funding Source: Federal Minimum Guarantee Funds, State Transportation Economic Development Funds, and Iosco County Road Commission Funds.

Commitment Level: 54% Federal, 26% State, 20% Iosco County; based on estimate.

Risk Assessment: Possible loss of development opportunities.

Cost Reduction: Low bid.

New Project Identification: Improve existing roadway.

43. HIGHWAYS - Cost Participation for Local Agency Construction Contract
Contract (2003-5092) between MDOT and the County of Wayne will provide for funding participation in the construction of the following improvements:

PART A

Bituminous resurfacing with concrete base course widening work along Beck Road from the north bridge approach of Highway M-14 to Five Mile Road and concrete pavement reconstruction work from Five Mile Road to approximately 315m north of Six Mile Road, including drainage structures, storm sewer, concrete curb capping, and pavement rehabilitation work.

PART B

Watermain lowering work at the intersection of Beck Road and Five Mile Road.

PART C

Bituminous bicycle path work along Beck Road from Five Mile Road to approximately 235m north of Six Mile Road.

PART D

Performance of preliminary engineering and construction engineering services for the widening of the westbound Highway M-14 exit ramp approach to Beck Road.

Estimated Funds:

	<u>PART A</u>	<u>PART B</u>	<u>PART C</u>	<u>PART D</u>	<u>TOTAL</u>
Federal Highway Administration Funds	\$3,941,650	\$ 0	\$ 0	\$ 7,060	\$3,948,710
State Restricted Trunkline Funds	\$ 0	\$ 0	\$ 0	\$ 7,365	\$ 7,365
County of Wayne Funds	\$ 874,050	\$5,000	\$24,200	\$ 0	\$ 903,250
Total Funds	<u>\$4,815,700</u>	<u>\$5,000</u>	<u>\$24,200</u>	<u>\$14,425</u>	<u>\$4,859,325</u>

STU 82457, MG 82102 - 56174, 74465

Let 4/4/2003

Purpose/Business Case: To provide for participation and funding to extend the life of the pavement, increase operational efficiency, and supply plans and oversight.

Benefit: Improve the ride, provide bicycle facilities, reduce traffic congestion, and ensure plans and specifications are followed during construction.

Funding Source: Federal Surface Transportation Program Funds, State Trunkline Construction Funds, and County of Wayne Funds; no Build Michigan III Funds.

Commitment Level: 81.85% Federal, 18.15% County of Wayne for Part A; 100% County of Wayne for Parts B and C; 100% State for preliminary engineering (\$5,800) and 81.85% Federal, 18.15% State for construction engineering (\$8,625) for Part D; all parts based on estimate.

Risk Assessment: Loss of Federal Funds.

Cost Reduction: Low bid with maximum of Part D as a percentage of the associated contracted work.

New Project Identification: Improve existing roadways.

44. HIGHWAYS - Cost Participation for Local Agency Construction Contract
Contract (2003-5095) between MDOT and the Emmet County Road Commission will provide for funding participation in the construction of the following improvements utilizing Transportation Economic Development Category D Funds and Federal Highway Administration Funds in lieu of Transportation Economic Development Category D Funds:

Asphalt pavement resurfacing work along Horton Bay Road from the Charlevoix County Line (Stolt Road) to Highway US-31, including base crushing and shaping, aggregate base, hot mix asphalt paving, hot mix asphalt curb, concrete curb and gutter, culverts, pavement marking, and turf establishment work.

Estimated Funds:

Federal Highway Administration Funds	\$229,000
Federal Highway Administration Funds being used in lieu of State Restricted Economic Development Funds	\$144,900
State Restricted Economic Development Funds	\$ 93,500
Emmet County Road Commission Funds	<u>\$ 0</u>
Total Funds	<u>\$467,400</u>

EDDF 24555 - 72775

Let 4/4/2003

Purpose/Business Case: To financially assist and invest in roadway improvements related to economic development and the betterment of the State all-season road network under Public Act 231.

Benefit: Support economic growth, reduce traffic congestion, and upgrade the State all-season road system.

Funding Source: Federal Minimum Guarantee Funds, Federal Surface Transportation Program Funds, and State Transportation Economic Development Funds

Commitment Level: 80% Federal, 20% State; based on estimate.

Risk Assessment: Possible loss of development opportunities.

Cost Reduction: Low bid.

New Project Identification: Improve existing roadway.

45. HIGHWAYS - Cost Participation for Local Agency Construction Contract
Contract (2003-5117) between MDOT and the City of Ironwood will provide for funding participation in the construction of the following improvements utilizing Transportation Economic Development Category F Funds:

PART A

Reconstruction work along Norrie Street from Hemlock Street to Lawrence Street and along Lowell Street from Pewabic Street to McLeod Avenue, including pavement removal, curb and gutter removal, machine grading, subbase, aggregate base, curb and gutter, hot mix asphalt paving, driveway improvement, drainage improvement, intersection improvement, concrete sidewalk, pavement marking, and restoration work.

PART B

Paving parking areas work along Norrie Street from Hemlock Street to Lawrence Street and along Lowell Street from Pewabic Street to McLeod Avenue.

Estimated Funds:

	<u>PART A</u>	<u>PART B</u>	<u>TOTAL</u>
State Restricted Economic Development Funds	\$308,900	\$ 0	\$308,900
City of Ironwood Funds	<u>\$ 87,100</u>	<u>\$28,200</u>	<u>\$115,300</u>
Total Funds	<u>\$396,000</u>	<u>\$28,200</u>	<u>\$424,200</u>

EDF 27566 - 74124; Gogebic County
Proposed 5/2/2003 Letting

Purpose/Business Case: To financially assist and invest in roadway improvements related to economic development and the betterment of the state all-season road network under Public Act 231.

Benefit: Support economic growth, reduce traffic congestion, and upgrade the state all-season road system.

Funding Source: State Transportation Economic Development Funds and City of Ironwood Funds

Commitment Level: 78% State up to \$340,000 and balance by City of Ironwood for Part A; 100% City of Ironwood for Part B.

Risk Assessment: Possible loss of development opportunities.

Cost Reduction: Low bid.

New Project Identification: Improve existing roadway.

46. HIGHWAYS – Cost Participation for State Critical Bridge Construction Contract
Contract (2003-5147) between MDOT and the Village of Ubly will provide for funding participation in the construction of the following improvements under Section 144 of Title 23 USC and the State Critical Bridge Program.

PART A

The removal and replacement of the structure B01 of 32-01-22, which carries Union Street over the North Branch of the Cass River, Section 27, T15N, R13E, Village of Ubly, Michigan; the reconstruction of the approaches to the structure for approximately 31m westerly and 30m easterly of the structure.

PART B

Concrete base work for lights at the structure B01 of 32-01-22, which carries Union Street over the North Branch of the Cass River.

Estimated Funds:

	<u>PART A</u>	<u>PART B</u>	<u>TOTAL</u>
Federal Highway Administration Funds	\$260,800	\$ 0	\$260,800
State Restricted Trunkline Funds	\$ 48,900	\$ 0	\$ 48,900
Village of Ubly Funds	<u>\$ 16,300</u>	<u>\$2,200</u>	<u>\$ 18,500</u>
Total Funds	<u>\$326,000</u>	<u>\$2,200</u>	<u>\$328,200</u>

BRO 32001 – 53416; Huron County
Proposed 5/2/2003 Letting

Purpose/Business Case: To replace structurally deficient and functionally obsolete structure under the State Critical Bridge Program.

Benefit: Safer structure.

Funding Source: Federal Highway Bridge Replacement and Rehabilitation Program Funds, State Critical Bridge Funds, and Village of Ubly Funds

Commitment Level: 80% Federal, 15% State, 5% Village of Ubly for Part A; 100% Village of Ubly for Part B.

Risk Assessment: Possible failure of structure and closure to traffic.

Cost Reduction: Low bid.

New Project Identification: Replace existing structure.

47. HIGHWAYS - Cost Participation for Local Agency Construction Contract
Contract (2003-5151) between MDOT and Kent County Road Commission will provide for participation in the construction under contract by the County of the following Transportation Enhancement improvements:

Non-motorized path work along Ada Drive from Patterson Avenue to Spaulding Avenue and from approximately 400 feet southwest of High Street to Bronson Street.

Estimated Funds:

Federal Highway Administration Funds	\$159,500
Kent County Road Commission Funds	<u>\$115,500</u>
Total Funds	<u>\$275,000</u>

STE 41401 - 58155

Local Letting

Purpose/Business Case: To provide for participation in transportation enhancement activities under the Transportation Equity Act for the 21st Century (TEA-21).

Benefit: To provide pedestrian and bicycle facilities.

Funding Source: Federal Transportation Enhancement Activities Funds and Kent County Road Commission Funds.

Commitment level: 58% Federal up to \$159,500 and the balance by Kent County Road Commission; based on estimate.

Risk Assessment: Contract required in order for County to receive these Federal Funds.

Cost Reduction: Low bid.

New Project Identification: New pedestrian and bicycle facility work.

48. HIGHWAYS - Cost Participation for Local Agency Construction Contract
Contract (2003-5156) between MDOT and the Gladwin County Road Commission will provide for funding participation in the construction of the following improvements utilizing Transportation Economic Development Category D Funds and Federal Highway Administration Funds in lieu of Transportation Economic Development Category D Funds:

Bituminous paving work along Beaverton Road from Clarwin Road to Bard Road, including aggregate base conditioning, aggregate shoulder, and pavement marking work.

Estimated Funds:

Federal Highway Administration Funds being used	
in lieu of State Restricted Economic Development Funds	\$ 82,800
Federal Highway Administration Funds	\$ 27,600
State Restricted Economic Development Funds	\$ 27,600
Gladwin County Road Commission Funds	<u>\$ 0</u>
Total Funds	<u>\$138,000</u>

EDDF 26555 - 58335

Proposed 5/2/2003 Letting

Purpose/Business Case: To financially assist and invest in roadway improvements related to economic development and the betterment of the State all-season road network under Public Act 231.

Benefit: Support economic growth, reduce traffic congestion, and upgrade the State all-season road system.

Funding Source: Federal Minimum Guarantee Funds, Federal Surface Transportation Program Funds, and State Transportation Economic Development Funds.

Commitment Level: 80% Federal, 20% State; based on estimate.

Risk Assessment: Possible loss of development opportunities.

Cost Reduction: Low bid.

New Project Identification: Improve existing roadway.

49. HIGHWAYS - Cost Participation for Local Agency Construction Contract
Contract (2003-5159) between MDOT and the City of Escanaba will provide for participation in the following improvements:

Traffic signal modernization work at the following seven (7) locations citywide:

Ludington Street at 10th Street
Ludington Street at 12th Street
Ludington Street at 14th Street
Ludington Street at Stephenson Avenue
Stephenson Avenue at 3rd Street
Washington Avenue at North 12th Avenue
Danforth Road at North 30th Street

Estimated Funds:

Federal Highway Administration Funds	\$41,100
City of Escanaba Funds	<u>\$10,300</u>
Total Funds	<u>\$51,400</u>

STH 21609 - 73610
Local Force Account

Purpose/Business Case: To upgrade and replace old traffic signal equipment.

Benefit: Increase operational efficiency of intersections.

Funding Source: Federal Surface Transportation Program Funds and City of Escanaba Funds.

Commitment Level: 80% Federal up to \$200,000 and balance by City of Escanaba.

Risk Assessment: Contract required in order for City to receive these Federal Funds.

Cost Reduction: Local agency to perform work with own forces at a cost determined to be at least six (6) percent less than if work were contracted.

New Project Identification: Upgrade existing traffic signals.

50. HIGHWAYS - Cost Participation for Local Agency Construction Contract
Contract (2003-5160) between MDOT and City of Jackson will provide for participation in the construction under contract by the City of the following Transportation Enhancement improvements:

Streetscaping work along Mechanic Street from Louis Glick Highway to Washington Street, including decorative stamped and colored concrete sidewalks, patterned crosswalk pavement, and pedestrian curb bump-out work.

Estimated Funds:

Federal Highway Administration Funds	\$191,250
City of Jackson Funds	<u>\$ 63,750</u>
Total Funds	<u>\$255,000</u>

STE 38409 – 58143; Jackson County
Local Letting

Purpose/Business Case: To provide for participation in transportation enhancement activities under the Transportation Equity Act for the 21st Century (TEA-21).

Benefit: Beautification of transportation system.

Funding Source: Federal Transportation Enhancement Activities Funds and City of Jackson Funds

Commitment level: 75% Federal up to \$191,250 and the balance by City of Jackson; based on estimate.

Risk Assessment: Contract required in order for City to receive these Federal Funds.

Cost Reduction: Low bid.

New Project Identification: New beautification of existing roadway.

51. HIGHWAYS - Cost Participation for Local Agency Construction Contract
Contract (2003-5172) between MDOT and City of Montague will provide for participation in the construction under contract by the City of the following Transportation Enhancement improvements:

Construction work for a new restroom facility at the Hart-Montague Bicycle Trail State Park's new trailhead located at the east end of Spring Street one block east of the Highway US-31 business route (BR) and non-motorized trail work along the abandoned CSX railroad right-of-way from Highway US-31BR to Old Channel Trail.

Estimated Funds:

Federal Highway Administration Funds	\$ 72,876.00
City of Montague Funds	<u>\$ 31,232.58</u>
Total Funds	<u>\$ 104,108.58</u>

STE 61075 - 58187; Muskegon County
Local Letting

Purpose/Business Case: To provide for participation in transportation enhancement activities under the Transportation Equity Act for the 21st Century (TEA-21).

Benefit: To provide pedestrian and bicycle facilities.

Funding Source: Federal Transportation Enhancement Activities Funds and City of Montague Funds.

Commitment level: 70% Federal up to \$72,876.00 and the balance by City of Montague; based on estimate.

Risk Assessment: Contract required in order for City to receive these Federal Funds.

Cost Reduction: Low bid.

New Project Identification: New pedestrian and bicycle facility.

52. HIGHWAYS - Cost Participation for Local Agency Construction Contract

Contract (2003-5176) between MDOT and Kent County Road Commission will provide for participation in the construction under contract by the County of the following Transportation Enhancement improvements:

Bituminous non-motorized path work along Knapp Street from Dunnigan Avenue easterly to Maguire Avenue, along Maguire Avenue from Knapp Street northerly to Knapp Valley Drive, and along Knapp Valley Drive from Maguire Avenue easterly to Knapp Street.

Estimated Funds:

Federal Highway Administration Funds	\$ 90,000
Kent County Road Commission Funds	<u>\$110,000</u>
Total Funds	<u>\$200,000</u>

STE 41411 – 72170

Local Letting

Purpose/Business Case: To provide for participation in transportation enhancement activities under the Transportation Equity Act for the 21st Century (TEA-21).

Benefit: To provide pedestrian and bicycle.

Funding Source: Federal Transportation Enhancement Activities Funds and Kent County Road Commission Funds.

Commitment level: 45% Federal up to \$90,000 and the balance by Kent County Road Commission; based on estimate.

Risk Assessment: Contract required in order for County to receive these Federal Funds.

Cost Reduction: Low bid.

New Project Identification: New pedestrian and bicycle facility work.

53. HIGHWAYS - Cost Participation for Local Agency Construction Contract
Contract (2003-5177) between MDOT and the City of Brown City will provide for funding participation in the construction of the following improvements utilizing Federal Highway Administration Funds in lieu of Transportation Economic Development Category D Funds:

PART A

Resurfacing work along Maple Valley Road from the Huron and Eastern Railroad crossing northerly to Highway M-90, including base crushing and shaping, hot mix asphalt paving, aggregate shoulder, culvert, pavement marking, and slope restoration work.

PART B

Resurfacing work along Industrial Drive from Maple Valley Road easterly approximately 500 feet, including base crushing and shaping, aggregate shoulders, and hot mix asphalt paving work.

Estimated Funds:

	<u>PART A</u>	<u>PART B</u>	<u>TOTAL</u>
Federal Highway Administration Funds being used in lieu of State Restricted Economic Development Funds	\$ 80,800	\$ 0	\$ 80,800
City of Brown City Funds	<u>\$ 20,200</u>	<u>\$28,000</u>	<u>\$ 48,200</u>
Total Funds	<u>\$101,000</u>	<u>\$28,000</u>	<u>\$129,000</u>

EDDF 74555 - 39565; Sanilac County
Proposed 5/2/2003 Letting

Purpose/Business Case: To financially assist and invest in roadway improvements related to economic development and the betterment of the State all-season road network under Public Act 231.

Benefit: Support economic growth, reduce traffic congestion, and upgrade the State all-season road system.

Funding Source: Federal Minimum Guarantee Funds and City of Brown City Funds.

Commitment Level: 80% Federal, 20% City of Brown City for Part A; 100% City of Brown City for Part B.

Risk Assessment: Possible loss of development opportunities.

Cost Reduction: Low bid.

New Project Identification: Improve existing roadway.

54. HIGHWAYS - Cost Participation for Local Agency Construction Contract
Contract (2003-5180) between MDOT and City of Pinconning will provide for participation in the construction under contract by the City of the following Transportation Enhancement improvements:

Bituminous pathway work along the Michigan Central Railroad right-of-way from the intersection of Second Street and Manitou Street northerly to North Street, along the Pinconning River from the Michigan Central Railroad right-of-way westerly to Highway M-13, along North Street from the Michigan Central-Railroad right-of-way easterly to Water Street, along Water Street from North Street southerly to the Pinconning River, and along the Pinconning River from Water Street easterly and southerly to Pinconning Road, including landscaping and pedestrian bridge work.

Estimated Funds:

Federal Highway Administration Funds	\$286,941.00
City of Pinconning Funds	<u>\$106,128.87</u>
Total Funds	<u>\$393,069.87</u>

STE 09033 – 54930; Bay County
Local Letting

Purpose/Business Case: To provide for participation in transportation enhancement activities under the Transportation Equity Act for the 21st Century (TEA-21).

Benefit: To provide pedestrian and bicycle facilities.

Funding Source: Federal Transportation Enhancement Activities Funds and City of Pinconning.

Commitment level: 73% Federal up to \$286,941 and the balance by City of Pinconning; based on estimate.

Risk Assessment: Contract required in order for City to receive these Federal Funds.

Cost Reduction: Low bid.

New Project Identification: New pedestrian and bicycle facility.

55. HIGHWAYS - Cost Participation for Local Agency Construction Contract
Contract (2003-5181) between MDOT and the City of Southfield will provide for funding participation in the construction of the following improvements utilizing Transportation Economic Development Category A Funds:

Relocation of Franklin Road from Twelve Mile Road southerly through Northwestern Highway (Highway M-10) to approximately 8 km north of Beck Road, including concrete curb and gutter, storm drainage, and pavement marking work.

Estimated Funds:

State Restricted Economic Development Funds	\$ 700,800
City of Southfield Funds	<u>\$ 568,200</u>
Total Funds	<u>\$1,269,000</u>

EDA 63522 - 59966; Oakland County
Local Letting

Purpose/Business Case: To financially assist and invest in roadway improvements related to economic development and the betterment of the State all-season road network under Public Act 231.

Benefit: Support economic growth, reduce traffic congestion, and upgrade the State all-season road system.

Funding Source: State Transportation Economic Development Funds and City of Southfield Funds.

Commitment Level: 100% State up to \$700,800 and the balance by City of Southfield; based on estimate.

Risk Assessment: Possible loss of development opportunities.

Cost Reduction: Low bid.

New Project Identification: Construct new roadway.

56. HIGHWAYS - Cost Participation for Local Agency Construction Contract

Contract (2003-5187) between MDOT and Presque Isle County Road Commission will provide for participation in the construction under contract by the County of the following Transportation Enhancement improvements:

Paving work for shoulders to be used as a non-motorized facility along East Grand Lake Road from Grand Lake Boulevard to Whiskey Point Road.

Estimated Funds:

Federal Highway Administration Funds	\$131,029.00
Presque Isle County Road Commission Funds	<u>\$ 87,352.67</u>
Total Funds	<u>\$218,381.67</u>

STE 71012 - 73849

Local Letting

Purpose/Business Case: To provide for participation in transportation enhancement activities under the Transportation Equity Act for the 21st Century (TEA-21).

Benefit: To provide pedestrian and bicycle facilities.

Funding Source: Federal Transportation Enhancement Activities Funds and Presque Isle County Road Commission Funds.

Commitment level: 60% Federal up to \$131,029 and the balance by Presque Isle County Road Commission; based on estimate.

Risk Assessment: Contract required in order for County to receive these Federal Funds.

Cost Reduction: Low bid.

New Project Identification: New pedestrian and bicycle facility.

57. MULTI MODAL (Aeronautics) - Increase Amount

Amendatory Contract (2000-0425/A2) between MDOT and the Marquette County Board of Commissioners will increase Federal and Local funds by \$43,938 due to a higher than anticipated final estimate. The original contract provides for the construction of a north entrance road, rehabilitation of Taxiways A, B, C, and D, rehabilitation of Hangar 400, and removal and relocation of the Federal Aviation Administration (FAA) navigational facilities at the Sawyer International Airport in Marquette, Michigan. The term of the contract remains unchanged, July 10, 2000, through July 9, 2003. The revised total contract amount will be \$3,861,938. Source of Funds:

	<u>Previous Total</u>	<u>Increase</u>	<u>Revised Total</u>
FAA Funds	\$ 3,436,200	\$ 39,544	\$ 3,475,744
State Restricted Aeronautics Funds	\$ 165,000	\$(10,465)	\$ 154,535
Marquette County Funds	\$ 216,800	\$ 14,859	\$ 231,659
Total	<u>\$ 3,818,000</u>	<u>\$ 43,938</u>	<u>\$ 3,861,938</u>

Purpose/Business Case: This military base conversion airport is still in transition with the help of this project. The north access road was constructed to reduce the access time for most passengers coming from Marquette/Ishpeming/Negaunee. The Air Force Instrument Landing System (ILS) was removed due to its incompatibility with civilian ILS aircraft equipment. Taxiway lights were replaced with current FAA lights and hangars were rehabilitated for civilian use. The project has been completed, but the cost exceeded original estimates by approximately one percent. The purpose of the amendment is to supplement the original contract to provide for the billing of the FAA and sponsor at the new level.

Benefit: The benefit of the new road reduces access distance by approximately three miles, thus saving time and fuel cost to the airport users. Rehabilitation of the taxiway lights and shoulders preserves the usefulness of the existing airport. The ILS removal allows for the installation of the new system under another federal project. The benefit of this contract amendment will be to increase the Federal and local fund levels, thus allowing final project closure. State funds were reduced.

Funding Source: FAA Funds - \$3,475,744; State Restricted Aeronautics Funds - \$154,535; Marquette County Funds - \$231,659; Contract Total - \$3,861,938.

Commitment Level: The airport sponsor is obligated by past grants to maintain Federal planning, development, and safety standards.

Risk Assessment: The project is complete. The cost overrun is attributed to the FAA work agreement where FAA electricians reported their time and costs to their billing system. Federal costs and late billing were out of the sponsor's control.

Cost Reduction: All construction contracts were procured through federal procurement guidelines and awarded to the lowest bidder.

New Project Identification: Original project was 53.3% new construction. No new work added through amendment.

58. MULTI MODAL (Aeronautics) - Change Scope, Extend Term

Amendatory Contract (2000-0863/A1) between MDOT and the Capital Region Airport Authority will change the scope of services to allow for construction of a vestibule to accept ground level loading bridge and will extend the contract term by two years to provide sufficient time for all grant activities to be completed. The events of 9/11, the downturn in the economy, and the uncertainty about the availability of Federal funds have all contributed to the need for additional time. The original contract provides for the purchase and installation of a regional aircraft-style jetway at Capital City Airport in Lansing, Michigan, under the Capital Improvement & Equipment category of the Air Service Program. The revised contract term will be September 13, 2003, through September 12, 2005. The total contract amount remains unchanged at \$160,000. Source of Funds: State Restricted Aeronautics Funds - \$80,000; Capital Region Airport Authority Funds - \$80,000.

Purpose/Business Case: Capital Improvement & Equipment projects seek to improve airport facilities for passenger operations to support air service and economic development. Current Federal funding mechanisms (entitlement or discretionary) are unavailable for many types of facility enhancement projects and consequently are delayed or never initiated due to limited funds, pre-set priorities, and program guidelines.

Benefit: The program allows Michigan airports another funding mechanism for projects currently not undertaken through existing Federal and State improvement programs. Examples of eligible projects include interior terminal modifications, security equipment, flight information centers, covered walkways, ticket areas, and handicapper accessibility improvements.

Funding Source: At airports that exceed 150,000 enplanements, such as Lansing, 50% percent of the funds come from State Restricted Aeronautics Funds and 50% of the funds comes from local sources.

Commitment Level: Actual costs are reimbursed up to the maximum State fund amount (\$80,000).

Risk Assessment: If the contract is not awarded, certain facility enhancement projects would not be accomplished by the local airport, as they could not afford to complete the projects without State assistance, and the availability of Federal funds would be uncertain.

Cost Reduction: Projects of this type are generally limited to \$80,000 maximum in State funds, based upon availability, plus local matching funds.

New Project Identification: This is not a new construction project.

59. MULTI MODAL (Aeronautics) - Increase Amount

Amendatory Contract (2002-0560/A1) between MDOT and the Houghton County Board of Commissioners will increase Federal and State grant funds by \$550,000 for this multi-year project due to an increase in grant funds from the Federal Aviation Administration (FAA). The original contract provides for animal control fencing with perimeter road and purchase of a snow removal equipment tractor loader with a broom at the Houghton County Memorial Airport in Hancock, Michigan. The term of the contract remains unchanged, September 12, 2002, through September 11, 2005. The revised total contract amount will be \$1,272,000. Source of Funds:

	<u>Previous Total</u>	<u>Increase</u>	<u>Revised Total</u>
FAA Funds	\$650,000	\$495,000	\$1,145,000
State Restricted Aeronautics Funds	\$ 36,000	\$ 27,500	\$ 63,500
Houghton County Funds	<u>\$ 36,000</u>	<u>\$ 27,500</u>	<u>\$ 63,500</u>
Total	<u>\$722,000</u>	<u>\$550,000</u>	<u>\$1,272,000</u>

Purpose/Business Case: Perimeter roads are a high priority safety item for the FAA to reduce inadvertent crossing of the active runway (incursions) by airport personnel. The fencing will greatly reduce the number of animal incursions.

Benefit: The main benefit is the reduction of accidents and near misses.

Source of Funds: 90% FAA Funds, 5% State Restricted Aeronautics Funds, and 5% Houghton County Funds.

Commitment Level: The airport sponsor is obligated by past grants to maintain federal planning, development, and safety standards.

Risk Assessment: If the contract is not awarded, the sponsor will have to proceed without Federal or State funding. The perimeter road and fencing is presently under construction (with a winter stop order), and this work is needed to continue and complete the facility.

Cost Reduction: Federal procurement guidelines will be followed and award made to the low bidder.

New Project Identification: The perimeter road and fencing are new items that are in the second phase of a Federal grant project.

60. MULTI MODAL (Aeronautics) - Increase Services and Amount

Amendatory Contract (2002-0619/A1) between MDOT and the Schoolcraft County Board of Commissioners (SCBC) will increase Federal and State grant funds by \$25,000 due to additional excavation work. The original contract provides for the rehabilitation of Runway 10/28 (Part B) at the Schoolcraft County Airport in Manistique, Michigan. The term of the contract remains unchanged, August 14, 2002, through August 13, 2005. The revised total contract amount will be \$358,000. Source of Funds:

	<u>Previous</u>	<u>Total Increase</u>	<u>Revised Total</u>
Federal Aviation Administration Funds	\$299,700	\$22,500	\$322,200
State Restricted Aeronautics Funds	\$ 16,650	\$ 1,250	\$ 17,900
SCBC Funds	<u>\$ 16,650</u>	<u>\$ 1,250</u>	<u>\$ 17,900</u>
Total	<u>\$333,000</u>	<u>\$25,000</u>	<u>\$358,000</u>

Purpose/Business Case: The primary runway for the Schoolcraft County Airport is in need of rehabilitation to continue safe and efficient service to this section of the Upper Peninsula. The increase in funds was required for additional soils excavations to meet runway safety area standards not previously included in design.

Benefit: The benefit of this increase in funds is to provide for proper runway safety areas at the airport to meet Federal and State standards. Amending this contract will allow the work to be accomplished with a savings due to the size of the project.

Funding Source: 90% Federal (FAA) Funds, 5% State Restricted Aeronautics Funds, and 5% local (SCBC) funds.

Commitment Level: The State is already committed to the project. There is no additional commitment associated with the additional funds.

Risk Assessment: If the amount is not increased, the additional work would be paid by the local government.

Cost Reduction: By adding to the current contract, the price of the excavation is lower than if bid separately.

New Project Identification: This is not a new project.

61. MULTI MODAL (Aeronautics) - Aircraft Rescue and Fire Fighting (ARFF) Training

Contract (2003-0236) between MDOT and the City of Battle Creek will provide State grant funds for ARFF training at the W. K. Kellogg Airport in Battle Creek, Michigan. The contract will be in effect from the date of award through 18 months. Source of Funds: State Restricted Aeronautics Funds - \$4,000; Contract Total - \$4,000.

Purpose/Business Case: The Department owns a mobile Aircraft Rescue and Fire Fighting (ARFF) training system that is used to train airport ARFF personnel. This training takes place at the different airports, which helps to reduce training costs. For airports with certain FAA operating licenses, this training must take place annually. The grants further help the airports to conduct this training.

Benefit: The benefits of this training are increased skills in ARFF personnel at the airports, leading to increased public safety.

Funding Source: The State provides \$4,000 in State Restricted Aeronautics Funds. Any additional funds needed for the training is the responsibility of the airport.

Commitment Level: The grant is fixed at \$4,000.

Risk Assessment: While some larger airports would conduct the training without the grant, many would not be able to fund the training.

Cost Reduction: This program has been in effect for more than five years, and the amount of the grant has not been increased as cost savings are found through analysis of the training.

New Project Identification: This training has been conducted for at least five years.

62. MULTI MODAL (Aeronautics) - Aircraft Rescue and Fire Fighting (ARFF) Training

Contract (2003-0237) between MDOT and the Wexford County Airport Authority will provide State grant funds for ARFF training at the Wexford County Airport in Cadillac, Michigan. The contract will be in effect from the date of award through 18 months. Source of Funds: State Restricted Aeronautics Funds - \$4,000; Contract Total - \$4,000.

Purpose/Business Case: The Department owns a mobile Aircraft Rescue and Fire Fighting (ARFF) training system that is used to train airport ARFF personnel. This training takes place at the different airports, which helps to reduce training costs. For airports with certain FAA operating licenses, this training must take place annually. The grants further help the airports to conduct this training.

Benefit: The benefits of this training are increased skills in ARFF personnel at the airports, leading to increased public safety.

Funding Source: The State provides \$4,000 in State Restricted Aeronautics Funds. Any additional funds needed for the training is the responsibility of the airport.

Commitment Level: The grant is fixed at \$4,000.

Risk Assessment: While some larger airports would conduct the training without the grant, many would not be able to fund the training.

Cost Reduction: This program has been in effect for more than five years, and the amount of the grant has not been increased as cost savings are found through analysis of the training.

New Project Identification: This training has been conducted for at least five years.

63. MULTI MODAL (Aeronautics) - Aircraft Rescue and Fire Fighting (ARFF) Training
Contract (2003-0238) between MDOT and the City of Charlevoix will provide State grant funds for ARFF training at the Charlevoix Municipal Airport in Charlevoix, Michigan. The contract will be in effect from the date of award through 18 months. Source of Funds: State Restricted Aeronautics Funds - \$4,000; Contract Total - \$4,000.

Purpose/Business Case: The Department owns a mobile Aircraft Rescue and Fire Fighting (ARFF) training system that is used to train airport ARFF personnel. This training takes place at the different airports, which helps to reduce training costs. For airports with certain FAA operating licenses, this training must take place annually. The grants further help the airports to conduct this training.

Benefit: The benefits of this training are increased skills in ARFF personnel at the airport, leading to increased public safety.

Funding Source: The State provides \$4,000 in State Restricted Aeronautics Funds. Any additional funds needed for the training is the responsibility of the airport.

Commitment Level: The grant is fixed at \$4,000.

Risk Assessment: While some larger airports would conduct the training without the grant, many would not be able to fund the training.

Cost Reduction: This program has been in effect for more than five years, and the amount of the grant has not been increased as cost savings are found through analysis of the training.

New Project Identification: This training has been conducted for at least five years.

64. MULTI MODAL (Aeronautics) - Aircraft Rescue and Fire Fighting (ARFF) Training
Contract (2003-0239) between MDOT and the City of Detroit will provide State grant funds for ARFF training at the Detroit City Airport in Detroit, Michigan. The contract will be in effect from the date of award through 18 months. Source of Funds: State Restricted Aeronautics Funds - \$4,000; Contract Total - \$4,000.

Purpose/Business Case: The Department owns a mobile Aircraft Rescue and Fire Fighting (ARFF) training system that is used to train airport ARFF personnel. This training takes place at the different airports, which helps to reduce training costs. For airports with certain FAA operating licenses, this training must take place annually. The grants further help the airports to conduct this training.

Benefit: The benefits of this training are increased skills in ARFF personnel at the airports, leading to increased public safety.

Funding Source: The State provides \$4,000 in State Restricted Aeronautics Funds. Any additional funds needed for the training is the responsibility of the airport.

Commitment Level: The grant is fixed at \$4,000.

Risk Assessment: While some larger airports would conduct the training without the grant, many would not be able to fund the training.

Cost Reduction: This program has been in effect for more than five years, and the amount of the grant has not been increased as cost savings are found through analysis of the training.

New Project Identification: This training has been conducted for at least five years.

65. MULTI MODAL (Aeronautics) - Aircraft Rescue and Fire Fighting (ARFF) Training

Contract (2003-0240) between MDOT and the Delta County Board of Commissioners will provide State grant funds for ARFF training at the Delta County Airport in Escanaba, Michigan. The contract will be in effect from the date of award through 18 months. Source of Funds: State Restricted Aeronautics Funds - \$4,000; Contract Total - \$4,000.

Purpose/Business Case: The Department owns a mobile Aircraft Rescue and Fire Fighting (ARFF) training system that is used to train airport ARFF personnel. This training takes place at the different airports, which helps to reduce training costs. For airports with certain FAA operating licenses, this training must take place annually. The grants further help the airports to conduct this training.

Benefit: The benefits of this training are increased skills in ARFF personnel at the airports, leading to increased public safety.

Funding Source: The State provides \$4,000 in State Restricted Aeronautics Funds. Any additional funds needed for the training is the responsibility of the airport.

Commitment Level: The grant is fixed at \$4,000.

Risk Assessment: While some larger airports would conduct the training without the grant, many would not be able to fund the training.

Cost Reduction: This program has been in effect for more than five years, and the amount of the grant has not been increased as cost savings are found through analysis of the training.

New Project Identification: This training has been conducted for at least five years.

66. MULTI MODAL (Aeronautics) - Aircraft Rescue and Fire Fighting (ARFF) Training

Contract (2003-0241) between MDOT and the Bishop International Airport Authority will provide State grant funds for ARFF training at the Bishop International Airport in Flint, Michigan. The contract will be in effect from the date of award through 18 months. Source of Funds: State Restricted Aeronautics Funds - \$4,000; Contract Total - \$4,000.

Purpose/Business Case: The Department owns a mobile Aircraft Rescue and Fire Fighting (ARFF) training system that is used to train airport ARFF personnel. This training takes place at the different airports, which helps to reduce training costs. For airports with certain FAA operating licenses, this training must take place annually. The grants further help the airports to conduct this training.

Benefit: The benefits of this training are increased skills in ARFF personnel at the airports, leading to increased public safety.

Funding Source: The State provides \$4,000 in State Restricted Aeronautics Funds. Any additional funds needed for the training is the responsibility of the airport.

Commitment Level: The grant is fixed at \$4,000.

Risk Assessment: While some larger airports would conduct the training without the grant, many would not be able to fund the training.

Cost Reduction: This program has been in effect for more than five years, and the amount of the grant has not been increased as cost savings are found through analysis of the training.

New Project Identification: This training has been conducted for at least five years.

67. MULTI MODAL (Aeronautics) - Aircraft Rescue and Fire Fighting (ARFF) Training

Contract (2003-0242) between MDOT and the Houghton County Board of Commissioners will provide State grant funds for ARFF training at the Houghton County Memorial Airport in Hancock, Michigan. The contract will be in effect from the date of award through 18 months. Source of Funds: State Restricted Aeronautics Funds - \$4,000; Contract Total - \$4,000.

Purpose/Business Case: The Department owns a mobile Aircraft Rescue and Fire Fighting (ARFF) training system that is used to train airport ARFF personnel. This training takes place at the different airports, which helps to reduce training costs. For airports with certain FAA operating licenses, this training must take place annually. The grants further help the airports to conduct this training.

Benefit: The benefits of this training are increased skills in ARFF personnel at the airports, leading to increased public safety.

Funding Source: The State provides \$4,000 in State Restricted Aeronautics Funds. Any additional funds needed for the training is the responsibility of the airport.

Commitment Level: The grant is fixed at \$4,000.

Risk Assessment: While some larger airports would conduct the training without the grant, many would not be able to fund the training.

Cost Reduction: This program has been in effect for more than five years, and the amount of the grant has not been increased as cost savings are found through analysis of the training.

New Project Identification: This training has been conducted for at least five years.

68. MULTI MODAL (Aeronautics) - Aircraft Rescue and Fire Fighting (ARFF) Training

Contract (2003-0243) between MDOT and the Kalamazoo County Board of Commissioners will provide State grant funds for ARFF training at the Kalamazoo/Battle Creek International Airport in Kalamazoo, Michigan. The contract will be in effect from the date of award through 18 months. Source of Funds: State Restricted Aeronautics Funds - \$4,000; Contract Total - \$4,000.

Purpose/Business Case: The Department owns a mobile Aircraft Rescue and Fire Fighting (ARFF) training system that is used to train airport ARFF personnel. This training takes place at the different airports, which helps to reduce training costs. For airports with certain FAA operating licenses, this training must take place annually. The grants further help the airports to conduct this training.

Benefit: The benefits of this training are increased skills in ARFF personnel at the airports, leading to increased public safety.

Funding Source: The State provides \$4,000 in State Restricted Aeronautics Funds. Any additional funds needed for the training is the responsibility of the airport.

Commitment Level: The grant is fixed at \$4,000.

Risk Assessment: While some larger airports would conduct the training without the grant, many would not be able to fund the training.

Cost Reduction: This program has been in effect for more than five years, and the amount of the grant has not been increased as cost savings are found through analysis of the training.

New Project Identification: This training has been conducted for at least five years.

69. MULTI MODAL (Aeronautics) - Aircraft Rescue and Fire Fighting (ARFF) Training

Contract (2003-0244) between MDOT and the Marquette County Board of Commissioners will provide State grant funds for ARFF training at the Sawyer International Airport in Marquette, Michigan. The contract will be in effect from the date of award through 18 months. Source of Funds: State Restricted Aeronautics Funds - \$4,000; Contract Total - \$4,000.

Purpose/Business Case: The Department owns a mobile Aircraft Rescue and Fire Fighting (ARFF) training system that is used to train airport ARFF personnel. This training takes place at the different airports, which helps to reduce training costs. For airports with certain FAA operating licenses, this training must take place annually. The grants further help the airports to conduct this training.

Benefit: The benefits of this training are increased skills in ARFF personnel at the airports, leading to increased public safety.

Funding Source: The State provides \$4,000 in State Restricted Aeronautics Funds. Any additional funds needed for the training is the responsibility of the airport.

Commitment Level: The grant is fixed at \$4,000.

Risk Assessment: While some larger airports would conduct the training without the grant, many would not be able to fund the training.

Cost Reduction: This program has been in effect for more than five years, and the amount of the grant has not been increased as cost savings are found through analysis of the training.

New Project Identification: This training has been conducted for at least five years.

70. MULTI MODAL (Aeronautics) - Aircraft Rescue and Fire Fighting (ARFF) Training
Contract (2003-0245) between MDOT and the Muskegon County Board of Commissioners will provide State grant funds for ARFF training at the Muskegon County Airport in Muskegon, Michigan. The contract will be in effect from the date of award through 18 months. Source of Funds: State Restricted Aeronautics Funds - \$4,000; Contract Total - \$4,000.

Purpose/Business Case: The Department owns a mobile Aircraft Rescue and Fire Fighting (ARFF) training system that is used to train airport ARFF personnel. This training takes place at the different airports, which helps to reduce training costs. For airports with certain FAA operating licenses, this training must take place annually. The grants further help the airports to conduct this training.

Benefit: The benefits of this training are increased skills in ARFF personnel at the airports, leading to increased public safety.

Funding Source: The State provides \$4,000 in State Restricted Aeronautics Funds. Any additional funds needed for the training is the responsibility of the airport.

Commitment Level: The grant is fixed at \$4,000.

Risk Assessment: While some larger airports would conduct the training without the grant, many would not be able to fund the training.

Cost Reduction: This program has been in effect for more than five years, and the amount of the grant has not been increased as cost savings are found through analysis of the training.

New Project Identification: This training has been conducted for at least five years.

71. MULTI MODAL (Aeronautics) - Aircraft Rescue and Fire Fighting (ARFF) Training
Contract (2003-0246) between MDOT and the Emmet County Board of Commissioners will provide State grant funds for ARFF training at the Pellston Regional Airport in Pellston, Michigan. The contract will be in effect for a period of 18 months from the date of award. Source of Funds: State Restricted Aeronautics Funds - \$4,000; Contract Total - \$4,000.

Purpose/Business Case: The Department owns a mobile Aircraft Rescue and Fire Fighting (ARFF) training system that is used to train airport ARFF personnel. This training takes place at the different airports, which helps to reduce training costs. For airports with certain FAA operating licenses, this training must take place annually. The grants further help the airports to conduct this training.

Benefit: The benefits of this training are increased skills in ARFF personnel at the airports, leading to increased public safety.

Funding Source: The State provides \$4,000 in State Restricted Aeronautics Funds. Any additional funds needed for the training is the responsibility of the airport.

Commitment Level: The grant is fixed at \$4,000.

Risk Assessment: While some larger airports would conduct the training without the grant, many would not be able to fund the training.

Cost Reduction: This program has been in effect for more than five years, and the amount of the grant has not been increased as cost savings are found through analysis of the training.

New Project Identification: This training has been conducted for at least five years.

72. MULTI MODAL (Aeronautics) - Aircraft Rescue and Fire Fighting (ARFF) Training
Contract (2003-0247) between MDOT and the Oakland County Board of Commissioners will provide State grant funds for ARFF training at the Oakland County International Airport in Pontiac, Michigan. The contract will be in effect for a period of 18 months from the date of award. Source of Funds: State Restricted Aeronautics Funds - \$4,000; Contract Total - \$4,000.

Purpose/Business Case: The Department owns a mobile Aircraft Rescue and Fire Fighting (ARFF) training system that is used to train airport ARFF personnel. This training takes place at the different airports, which helps to reduce training costs. For airports with certain FAA operating licenses, this training must take place annually. The grants further help the airports to conduct this training.

Benefit: The benefits of this training are increased skills in ARFF personnel at the airports, leading to increased public safety.

Funding Source: The State provides \$4,000 in State Restricted Aeronautics Funds. Any additional funds needed for the training is the responsibility of the airport.

Commitment Level: The grant is fixed at \$4,000.

Risk Assessment: While some larger airports would conduct the training without the grant, many would not be able to fund the training.

Cost Reduction: This program has been in effect for more than five years, and the amount of the grant has not been increased as cost savings are found through analysis of the training.

New Project Identification: This training has been conducted for at least five years.

73. MULTI MODAL (Aeronautics) - Aircraft Rescue and Fire Fighting (ARFF) Training

Contract (2003-0248) between MDOT and the MBS International Airport Commission will provide State grant funds for ARFF training at the MBS International Airport in Saginaw, Michigan. The contract will be in effect from the date of award through 18 months. Source of Funds: State Restricted Aeronautics Funds - \$4,000; Contract Total - \$4,000.

Purpose/Business Case: The Department owns a mobile Aircraft Rescue and Fire Fighting (ARFF) training system that is used to train airport ARFF personnel. This training takes place at the different airports, which helps to reduce training costs. For airports with certain FAA operating licenses, this training must take place annually. The grants further help the airports to conduct this training.

Benefit: The benefits of this training are increased skills in ARFF personnel at the airports, leading to increased public safety.

Funding Source: The State provides \$4,000 in State Restricted Aeronautics Funds. Any additional funds needed for the training is the responsibility of the airport.

Commitment Level: The grant is fixed at \$4,000.

Risk Assessment: While some larger airports would conduct the training without the grant, many would not be able to fund the training.

Cost Reduction: This program has been in effect for more than five years, and the amount of the grant has not been increased as cost savings are found through analysis of the training.

New Project Identification: This training has been conducted for at least five years.

74. MULTI MODAL (Aeronautics) - Aircraft Rescue and Fire Fighting (ARFF) Training

Contract (2003-0249) between MDOT and the Economic Development Corporation of Chippewa County will provide State grant funds for ARFF training at the Chippewa County International Airport in Sault Ste. Marie, Michigan. The contract will be in effect from the date of award through 18 months. Source of Funds: State Restricted Aeronautics Funds - \$4,000; Contract Total - \$4,000.

Purpose/Business Case: The Department owns a mobile Aircraft Rescue and Fire Fighting (ARFF) training system that is used to train airport ARFF personnel. This training takes place at the different airports, which helps to reduce training costs. For airports with certain FAA operating licenses, this training must take place annually. The grants further help the airports to conduct this training.

Benefit: The benefits of this training are increased skills in ARFF personnel at the airports, leading to increased public safety.

Funding Source: The State provides \$4,000 in State Restricted Aeronautics Funds. Any additional funds needed for the training is the responsibility of the airport.

Commitment Level: The grant is fixed at \$4,000.

Risk Assessment: While some larger airports would conduct the training without the grant, many would not be able to fund the training.

Cost Reduction: This program has been in effect for more than five years, and the amount of the grant has not been increased as cost savings are found through analysis of the training.

New Project Identification: This training has been conducted for at least five years.

75. MULTI MODAL (Aeronautics) - Aircraft Rescue and Fire Fighting (ARFF) Training

Contract (2003-0250) between MDOT and the Northwestern Regional Airport Commission will provide State grant funds for ARFF training at the Cherry Capital Airport in Traverse City, Michigan. The contract will be in effect from the date of award through 18 months. Source of Funds: State Restricted Aeronautics Funds - \$4,000; Contract Total - \$4,000.

Purpose/Business Case: The Department owns a mobile Aircraft Rescue and Fire Fighting (ARFF) training system that is used to train airport ARFF personnel. This training takes place at the different airports, which helps to reduce training costs. For airports with certain FAA operating licenses, this training must take place annually. The grants further help the airports to conduct this training.

Benefit: The benefits of this training are increased skills in ARFF personnel at the airports, leading to increased public safety.

Funding Source: The State provides \$4,000 in State Restricted Aeronautics Funds. Any additional funds needed for the training is the responsibility of the airport.

Commitment Level: The grant is fixed at \$4,000.

Risk Assessment: While some larger airports would conduct the training without the grant, many would not be able to fund the training.

Cost Reduction: This program has been in effect for more than five years, and the amount of the grant has not been increased as cost savings are found through analysis of the training.

New Project Identification: This training has been conducted for at least five years.

76. MULTI MODAL (Aeronautics) - Land Acquisition

Contract (2003-0254) between MDOT and the Oscoda County Board of Commissioners will provide State grant funds for land acquisition of Parcel 1, including appraisal, consultant fees, and miscellaneous fees, at the Oscoda County Airport in Mio, Michigan. The contract will be in effect from the date of award through three years. Source of Funds: State Restricted Aeronautics Funds - \$31,500; Oscoda County Funds - \$3,500; Contract Total - \$35,000.

Purpose/Business Case: The project includes the acquisition of land to provide for runway approach protection.

Benefit: The benefit derived from purchased the land is the ability to protect the runway approach from encroachment of obstacles such as trees and buildings.

Funding Source: State Restricted Aeronautics Funds - \$31,500; Oscoda County Funds - \$3,500; Contract Total - \$35,000.

Commitment Level: Land acquisition contracts are based on appraised values.

Risk Assessment: If the contract is not awarded, the project will not proceed, as the local government can not afford the cost without State participation.

Cost Reduction: All costs for land acquisition are in accordance with CFR, Title 49, Part 24, Uniform Relocation Assistance and Real Property Acquisition for Federal and Federally Assisted Programs.

New Project Identification: This is a new project although it is a requirement for an existing facility.

77. MULTI MODAL (Aeronautics) - Construction and Land Acquisition

Contract (2003-0256) between MDOT and the Muskegon County Board of Commissioners will provide Federal and State grant funds for security fencing, rehabilitation of the beacon, rehabilitation of seven airfield signs, including four new signs, construction of a parking lot, and land acquisition of nine parcels at the Muskegon County Airport in Muskegon, Michigan. Federal funds will be made available through a grant from the Federal Aviation Administration (FAA) for this primary airport. The contract will be in effect from the date of award through three years. Source of Funds: FAA Funds - \$892,800; State Restricted Aeronautics Funds - \$11,970; Muskegon County Funds - \$87,230; Contract Total - \$992,000.

Purpose/Business Case: The security fencing will correct deficiencies in the south T-hangar area cited by the FAA Part 139 inspector. The land acquisition is for runway 14/32 approach protection to control the heights of objects. Rehabilitation of the airfield signage and beacon is in response to a letter from the FAA inspector, citing dim visual acuity and, in some cases, absence of signs in FAA-specified locations. The parking lot will expand the capacity of the existing lots and alleviate overcrowding during seasonal peaks and for new security inspectors.

Benefit: The land acquisition will maintain the Federal runway approach criteria and prevent future development in that area. The security fencing, beacon, and signage work will correct deficiencies cited by the FAA inspector. The parking lot will alleviate overcrowding during seasonal peaks and provide spaces for new FAA security inspectors.

Funding Source: FAA Funds - \$892,800; State Restricted Aeronautics Funds - \$11,970; Muskegon County Funds - \$87,230; Contract Total - \$992,000.

Commitment Level: The airport sponsor is obligated by past grants to maintain Federal planning, development, and safety standards.

Risk Assessment: If the contract is not awarded, the land will not be purchased, since the local agency could not afford to fund the project without Federal assistance. Deletion or delay of the fencing, beacon, or signage would probably prompt a citation by the Federal compliance inspector, placing the airport in non-compliance status, which would stop further Federal grants until satisfied.

Cost Reduction: All costs for the purchase of land will be in compliance with CFR, Title 49, Part 24, Uniform Relocation Assistance and Real Property Acquisition for Federal and Federally Assisted Programs. The fencing, beacon, and signage will be procured through federal procurement guidelines and awarded to the lowest bidder.

New Project Identification: The land acquisition is the new purchase of adjacent property. The parking lot will be a new construction (19.3%), while the fencing, beacon, and signage will be the replacement of old equipment with new.

78. MULTI MODAL (Aeronautics) - Construct West Perimeter Road

Contract (2003-0257) between MDOT and the Bishop International Airport Authority (BIAA) will provide Federal and State grant funds for construction of a west perimeter road at the Bishop International Airport in Flint, Michigan. Federal funds will be made available through a grant from the Federal Aviation Administration (FAA) for this primary airport. The contract will be in effect from the date of award through three years. Source of Funds: FAA Funds - \$1,710,000; State Restricted Aeronautics Funds - \$95,000; BIAA Funds - \$95,000; Contract Total - \$1,900,000.

Purpose/Business Case: This is a high priority safety item for the FAA to reduce inadvertent crossing of the active runway (incursions) by airport personnel.

Benefit: The perimeter road will help minimize crossing of the active runway by allowing airport personnel a route to the west side of the airport from the maintenance and fire/rescue facility. The main benefit is the reduction of accidents and near misses with aircraft.

Source of Funds: FAA Funds - \$1,710,000; State Restricted Aeronautics Funds - \$95,000; BIAA Funds - \$95,000; Contract Total - \$1,900,000.

Commitment Level: The airport sponsor is obligated by past grants to maintain Federal planning, development, and safety standards.

Risk Assessment: If the contract is not awarded, the local sponsor would have to proceed with the project without Federal or State funding. Deletion or delay of the construction of the road would probably prompt a citation by the Federal compliance inspector and possibly put it into non-compliance status, which would stop further Federal grants until satisfied.

Cost Reduction: All construction contracts will be procured through Federal procurement guidelines and awarded to the lowest bidder. All work will meet and not exceed State and Federal eligibility requirements; the local sponsor is responsible for any work over and above State and Federal eligible items.

New Project Identification: The perimeter road will be new construction.

79. MULTI MODAL (Aeronautics) - Construction Services

Contract (2003-0258) between MDOT and the Alpena County Board of Commissioners will provide Federal and State grant funds for perimeter fencing, ramp and parking lot lighting, airfield electrical vault rehabilitation, runway safety area upgrade for Runway 7/25, Phase II construction of a snow removal equipment building, and purchase of an airport snow blower at the Alpena County Regional Airport in Alpena, Michigan. Federal funds will be made available through a grant from the Federal Aviation Administration (FAA) for this primary airport. The contract will be in effect from the date of award through three years. Source of Funds: FAA Funds - \$1,092,600; State Restricted Aeronautics Funds - \$60,700; Alpena County Funds - \$60,700; Contract Total - \$1,214,000.

Purpose/Business Case: FAA regulations call for maximum snow clearance for critical pavements requiring equipment performance at a specified level. Service life for this type of equipment is approximately ten years, beyond which replacement equipment is eligible. The sand storage building allows for heating of the sand to prevent it from freezing into an unusable condition. The fencing, ramp lighting, parking lot lighting, and electrical vault are items needed to complete the terminal area update. The runway safety area upgrade is needed to allow for a larger safety area as required by FAA regulations.

Benefit: The snow removal equipment and sand storage building will maintain the level of safety required by the FAA and assumed by the traveling public. The runway safety area upgrade will maintain the Federal runway criteria and provide a clear area in the event of an aircraft overrun. The fencing, lighting, and electrical vault work will provide more security in the terminal area and bring the vault up to current standards.

Source of Funds: FAA Funds - \$1,092,600; State Restricted Aeronautics Funds - \$60,700; Alpena County Funds - \$60,700; Contract Total - \$1,214,000.

Commitment Level: The airport sponsor is obligated by past grants to maintain Federal planning, development, and safety standards.

Risk Assessment: If the contract is not awarded, the land will not be purchased, since the local agency could not afford to fund the project without Federal assistance. Deletion or delay of the purchase of the equipment or building would probably prompt a citation by the Federal compliance inspector and possibly put into non-compliance status, which would stop further Federal grants until satisfied. Also, downtime from equipment failures result in the delay of reopening the airport after a snowfall, causing cancelled flights and revenue loss to the airlines.

Cost Reduction: All construction contracts will be procured through Federal procurement guidelines and awarded to the lowest bidder. All work will meet and not exceed State and Federal eligibility requirements; the local sponsor is responsible for any work over and above State and Federal eligible items. Replacement of the equipment is recommended when annual maintenance costs exceed the purchase cost spread over ten years.

New Project Identification: Partially new (11.1%). The old snow removal equipment will be replaced with new. The fencing and parking lot lighting are new construction, while the ramp lighting and vault work are replacement.

80. MULTI MODAL (Aeronautics) - Design Engineering

Contract (2003-0259) between MDOT and the Ionia County Board of Commissioners will provide Federal and State grant funds for the design of a perimeter roadway at the Ionia County Airport in Ionia, Michigan. This is a sub-grant issued pursuant to the conditions of the Block Grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through three years. Source of Funds: FAA Funds (via Block Grant) - \$23,175; State Restricted Aeronautics Funds - \$1,287; Ionia County Funds - \$1,288; Contract Total - \$25,750.

Purpose/Business Case: The project includes the design of an airport perimeter road.

Benefit: The benefit derived from the project is the safe movement of emergency and maintenance equipment around the airport without encroachment on pavements that should be restricted to aircraft only.

Funding Source: FAA Funds - \$23,175; State Restricted Aeronautics Funds - \$1,287; Ionia County Funds - \$1,288; Contract Total - \$25,750.

Commitment Level: The contract is a fixed cost for the design.

Risk Assessment: If the contract is not awarded, the project will not proceed, as the local government cannot afford the cost without Federal and State participation. The lack of a perimeter road will cause additional unauthorized vehicular traffic on the runway and taxiways, which is a safety concern.

Cost Reduction: The design costs will be reviewed by departmental personnel for appropriateness and for any additional cost savings.

New Project Identification: This is a new project.

81. MULTI MODAL (Aeronautics) - Design Engineering and Purchase of Equipment

Contract (2003-0261) between MDOT and the Houghton County Board of Commissioners will provide Federal and State grant funds for design engineering for the rehabilitation of Runway 7/25 medium intensity runway lights, including the shoulders, design engineering for the storm water system, and purchase of a blower for snow removal, at the Houghton County Memorial Airport in Hancock, Michigan. Federal funds will be made available through a grant from the Federal Aviation Administration (FAA) for this primary airport. The contract will be in effect from the date of award through three years. Source of Funds: FAA Funds - \$332,100; State Restricted Aeronautics Funds - \$18,450; Houghton County Funds - \$18,450; Contract Total - \$369,000.

Purpose/Business Case: FAA regulations call for maximum snow clearance for critical pavements requiring equipment performance at a specified level. Service life for this type of equipment is approximately ten years, beyond which replacement equipment is eligible. A consultant will be procured to design next year's project, which will include the rehabilitation of the medium intensity runway light system with shoulder paving and the storm water system redirection.

Benefit: The existing snow blower gets heavy use and is more than ten years old. The benefit will be to have lower annual maintenance costs and less down time trying get parts. The consultants will be able to do their field work during the summer and have their design completed early for bids next winter.

Funding Source: FAA Funds - \$332,100; State Restricted Aeronautics Funds - \$18,450; Houghton County Funds - \$18,450; Contract Total - \$369,000.

Commitment Level: The airport sponsor is obligated by past grants to maintain Federal planning, development, and safety standards.

Risk Assessment: If the contract is not awarded, the land will not be purchased, since the local agency could not afford to fund the project without Federal assistance. Deletion or delay of the purchase of the equipment or building would probably prompt a citation by the Federal compliance inspector and possibly put into non-compliance status, which would stop further Federal grants until satisfied. Also, downtime from equipment failures result in the delay of reopening the airport after a snowfall causing cancelled flights and revenue loss to the airlines.

Cost Reduction: All construction contracts will be procured through Federal procurement guidelines and awarded to the lowest bidder. All work will meet and not exceed State and Federal eligibility requirements; the local sponsor is responsible for any work over and above State and Federal eligible items. Replacement of the equipment is recommended when annual maintenance costs exceed the purchase cost spread over ten years.

New Project Identification: Partially new (67.7%). New equipment will replace old equipment. The consultant engineering work will involve the design of the rehabilitation of existing facilities.

82. MULTI MODAL (Aeronautics) - Airport Layout Plan (ALP) Update

Contract (2003-0262) between MDOT and the City of Sturgis will provide Federal and State grant funds for an ALP update at the Kirsch Municipal Airport in Sturgis, Michigan. This is a sub-grant issued pursuant to the conditions of the Block Grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through three years. Source of Funds: FAA Funds (via Block Grant) - \$38,880; State Restricted Aeronautics Funds - \$2,160; City of Sturgis Funds - \$2,160; Contract Total - \$43,200.

Purpose/Business Case: The project includes the updating of the ALP.

Benefit: The benefit derived from the project is the updating of the existing ALP to meet current FAA standards and requirements.

Funding Source: FAA Funds - \$38,880; State Restricted Aeronautics Funds - \$2,160; City of Sturgis Funds - \$2,160; Contract Total - \$43,200.

Commitment Level: The contract is a fixed cost for the engineering work.

Risk Assessment: If the contract is not awarded, the project will not proceed, as the local government can not afford the cost without Federal and State participation.

Cost Reduction: The scope and fees for the ALP update were reviewed by MDOT personnel for completeness and appropriateness with cost reduction efforts applied.

New Project Identification: This is a new project although it is an update of the existing plan.

83. MULTI MODAL (Aeronautics) - Tree Clearing

Contract (2003-0268) between MDOT and the Presque Isle County Board of Commissioners will provide Federal and State grant funds for clearing trees and other obstacles at the Presque Isle County/Rogers City Airport in Rogers City, Michigan. This is a sub-grant issued pursuant to the conditions of the Block Grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through three years. Source of Funds: FAA Funds (via Block Grant) - \$81,000; State Restricted Aeronautics Funds - \$4,500; Presque Isle County Funds - \$4,500; Contract Total - \$90,000.

Purpose/Business Case: The project includes the clearing of trees and other obstacles from the required safety areas and approaches for the airport.

Benefit: The benefits derived from the project include removing obstructions from safety areas and approaches to ensure the safe.

Funding Source: FAA Funds (via Block Grant) - \$81,000; State Restricted Aeronautics Funds - \$4,500; Presque Isle County Funds - \$4,500; Contract Total - \$90,000.

Commitment Level: The contract is a fixed cost.

Risk Assessment: If the contract is not awarded, the project will not proceed, as the local government cannot afford the cost without Federal and State participation.

Cost Reduction: The clearing will be bid through the Department and reviewed by Departmental personnel for cost savings.

New Project Identification: The clearing is necessary for both the existing runway and the future extended runway.

84. MULTI MODAL (Aeronautics) - Land Acquisition

Contract (2003-0269) between MDOT, the Township of St. James, and the Township of Peaine will provide Federal grant funds for land acquisition of Parcel 8, which will be used for a snow removal equipment building; taxes; appraisal; relocation; and consultant fees at the Beaver Island Airport on Beaver Island, Michigan. This is a sub-grant issued pursuant to the conditions of the Block Grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through three years. Source of Funds: FAA Funds (via Block Grant) - \$150,000; Townships of St. James and Peaine Funds - \$16,666; Contract Total - \$166,666.

Purpose/Business Case: The project includes the acquisition of land, including an existing building to shelter the airport's snow removal equipment.

Benefit: The benefits derived from the project are the protection of the snow removal equipment during storage and the provision of an area to conduct maintenance on the equipment. This equipment is necessary to keep the airport open during winter months.

Funding Source: FAA Funds (via Block Grant) - \$150,000; Townships of St. James and Peaine Funds - \$16,666; Contract Total - \$166,666.

Commitment Level: Land acquisition contracts are based on appraised values.

Risk Assessment: If the contract is not awarded, the project will not proceed, as the local government can not afford the cost without Federal participation.

Cost Reduction: All costs for land acquisition are in accordance with CFR, Title 49, Part 24, Uniform Relocation Assistance and Real Property Acquisition for Federal and Federally Assisted Programs.

New Project Identification: This is a new project, although it is a requirement for an existing facility.

85. MULTI MODAL (Aeronautics) - Design Engineering and Construction

Contract (2003-0270) between MDOT and the Oakland County Board of Commissioners will provide Federal and State grant funds for the design and construction of the rehabilitation of a service drive and the installation of a lighted windcone at the Oakland-Troy Airport in Troy, Michigan. This is a sub-grant issued pursuant to the conditions of the Block Grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through three years. Source of Funds: FAA Funds (via Block Grant) - \$91,500; State Restricted Aeronautics Funds - \$5,083; Oakland County Funds - \$5,084; Contract Total - \$101,667.

Purpose/Business Case: The project includes the design and construction of a service road rehabilitation and installation of a lighted windcone.

Benefit: The benefits derived from the project are safe movement of emergency and maintenance equipment without encroaching on pavements normally restricted to aircraft, as well as providing for a navaid useable during night as well as day.

Funding Source: FAA Funds (via Block Grant) - \$91,500; State Restricted Aeronautics Funds - \$5,083; Oakland County Funds - \$5,084; Contract Total - \$101,667.

Commitment Level: The contract is a fixed cost for the construction.

Risk Assessment: If the contract is not awarded, the project will not proceed, as the local government can not afford the cost without Federal and State participation.

Cost Reduction: The design costs will be reviewed by departmental personnel for appropriateness and for any additional cost savings. The construction will be bid through the Department and reviewed by department personnel for cost reductions.

New Project Identification: The lighted windcone replaces a similar facility and the service road project is a rehabilitation of existing pavements.

86. MULTI MODAL (Aeronautics) - Land Acquisition

Contract (2003-0271) between MDOT and the South Haven Regional Airport Authority (SHRAA) will provide Federal grant funds for land acquisition of Parcel 33, including the cost for relocation, appraisal, and Exhibit A update, at the South Haven Regional Airport in South Haven, Michigan. This is a sub-grant issued pursuant to the conditions of the Block Grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through three years. Source of Funds: FAA Funds (via Block Grant) - \$100,950; SHRAA Funds - \$11,217; Contract Total - \$112,167.

Purpose/Business Case: The project includes the acquisition of a land for the clearance of airspace needed for a runway extension.

Benefit: The benefit derived from the project is the clearing of the primary runway's approach to ensure safe landings at the airport for the extended runway.

Funding Source: FAA Funds (via Block Grant) - \$100,950; SHRAA Funds - \$11,217; Contract Total - \$112,167.

Commitment Level: Land acquisition contracts are based on appraised values. Purchasing the land does not obligate the State for further funding for the runway extension.

Risk Assessment: If the contract is not awarded, the project will not proceed, as the local government can not afford the cost without Federal participation.

Cost Reduction: All costs for land acquisition are in accordance with CFR, Title 49, Part 24, Uniform Relocation Assistance and Real Property Acquisition for Federal and Federally Assisted Programs.

New Project Identification: This is a new project that will support a runway extension.

87. MULTI MODAL (Aeronautics) - Design Engineering
Contract (2003-0272) between MDOT and the Branch County Board of Commissioners will provide Federal and State grant funds for the design of the apron rehabilitation at the Branch County Memorial Airport in Coldwater, Michigan. This is a sub-grant issued pursuant to the conditions of the Block Grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through three years. Source of Funds: FAA Funds (via Block Grant) - \$15,480; State Restricted Aeronautics Funds - \$860; Branch County Funds - \$860; Contract Total - \$17,200.
- Purpose/Business Case:** The project includes the design of apron rehabilitation.
Benefit: The benefit derived from the project is the eventual rehabilitation of an aircraft apron.
Funding Source: FAA Funds (via Block Grant) - \$15,480; State Restricted Aeronautics Funds - \$860; Branch County Funds - \$860; Contract Total - \$17,200.
Commitment Level: The contract is a fixed cost for the design.
Risk Assessment: If the contract is not awarded, the project will not proceed, as the local government cannot afford the cost without Federal and State participation.
Cost Reduction: The design costs will be reviewed by departmental personnel for appropriateness and for any additional cost savings.
New Project Identification: This is not a new project; it is rehabilitation.
88. MULTI MODAL (Aeronautics) - Design Engineering
Contract (2003-0275) between MDOT and the City of Ewart will provide Federal and State grant funds for the design of a partial parallel taxiway to Runway 7/25 at the Ewart Municipal Airport in Ewart, Michigan. This is a sub-grant issued pursuant to the conditions of the Block Grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through three years. Source of Funds: FAA Funds (via Block Grant) - \$24,300; State Restricted Aeronautics Funds - \$1,350; City of Ewart Funds - \$1,350; Contract Total - \$27,000.
- Purpose/Business Case:** The project includes the design of a partial parallel taxiway to the primary runway.
Benefit: The benefit derived from the project is the eventual construction of a partial parallel taxiway to the primary runway. The partial parallel taxiway will enable aircraft to safely exit the runway without back-taxiing the entire length. This will enhance the operational capacity of the airport, as well as improving safety.
Funding Source: FAA Funds - \$24,300; State Restricted Aeronautics Funds - \$1,350; City of Ewart Funds - \$1,350; Contract Total - \$27,000.
Commitment Level: The contract is a fixed cost for the design.
Risk Assessment: If the contract is not awarded, the project will not proceed, as the local government can not afford the cost without Federal and State participation.
Cost Reduction: The design costs will be reviewed by departmental personnel for appropriateness and for any additional cost savings.
New Project Identification: This is a new project.
89. MULTI MODAL (Aeronautics) - Purchase of Equipment
Contract (2003-0276) between MDOT and the Hastings City/Barry County Commission will provide Federal and State grant funds for the purchase of snow removal equipment at the Hastings Airport in Hastings, Michigan. This is a sub-grant issued pursuant to the conditions of the Block Grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through three years. Source of Funds: FAA Funds (via Block Grant) - \$81,000; State Restricted Aeronautics Funds - \$4,500; Hastings City/Barry County Commission Funds - \$4,500; Contract Total - \$90,000.

Purpose/Business Case: The purchase of snow removal equipment is to provide the equipment to keep the airport safely open in the winter.

Benefit: The snow removal equipment will be used to maintain the runway during all weather.

Funding Source: FAA Funds - \$81,000; State Restricted Aeronautics Funds - \$4,500; City of Hastings Funds - \$4,500; Contract Total - \$90,000.

Commitment Level: The purchase of the equipment will be based on competitive bids.

Risk Assessment: If the contract is not awarded, the project will not proceed, as the local government can not afford the cost without Federal and State participation.

Cost Reduction: The snow removal equipment will be locally bid but reviewed by MDOT personnel.

New Project Identification: This is a new project funded to maintain existing facilities.

90. MULTI MODAL (Aeronautics) - Tree Clearing and Land Acquisition

Contract (2003-0277) between MDOT and the City of Clare will provide Federal grant funds for tree clearing and land acquisition of Parcel E11 at the Clare Municipal Airport in Clare, Michigan. This is a sub-grant issued pursuant to the conditions of the Block Grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through three years. Source of Funds: FAA Funds (via Block Grant) - \$54,000; City of Clare Funds - \$6,000; Contract Total - \$60,000.

Purpose/Business Case: The project includes the acquisition of a land easement and clearing of trees on the land to maintain the approach to the primary runway.

Benefit: The benefit derived from the project is that the clearing of the primary runway's approach will help to ensure safe landings at the airport.

Funding Source: FAA Funds - \$54,000; City of Clare Funds - \$6,000; Contract Total - \$60,000.

Commitment Level: The contract is a fixed cost for the tree clearing. Land acquisition contracts are based on appraised values.

Risk Assessment: If the contract is not awarded, the project will not proceed, as the local government can not afford the cost without Federal and State participation.

Cost Reduction: All costs for land acquisition are in accordance with CFR, Title 49, Part 24, Uniform Relocation Assistance and Real Property Acquisition for Federal and Federally Assisted Programs. The tree clearing will be bid through the Department and reviewed by departmental personnel for cost savings.

New Project Identification: This is not a new project; it supports an existing runway.

91. *MULTI MODAL (UPTRAN) - Increase State Funds, Adjust Line Items, Extend Term

Amendatory Contract (95-0320/A6) between MDOT and the Suburban Mobility Authority for Regional Transportation (SMART), serving portions of Wayne, Oakland, and Macomb Counties, will increase the State funding and reduce local funding by \$100,000, revise some line item names to reflect the line item names in the Federal grant, adjust some line item amounts to reflect actual costs, and extend the contract term by one year. Funding for one line item in the contract for which MDOT did not provide a match has now been moved to a line item for which MDOT does provide a match, which decreases the local share and increases the MDOT share. The original contract provides State matching funds to SMART's FY 1995 Section 4(c) program. Project items include dispatch system fine tuning, Automated Vehicle Locator (AVL) system fine tuning, dispatch/AVL for affiliated agencies, integrated information systems, ITS interfaces, data collection/traveler information systems, and jobs express. The revised contract term will be September 19, 1995, through September 18, 2004. The total project cost remains unchanged at \$6,250,000. Source of Funds: Federal Transit Administration Funds - \$5,000,000; FY 1995, FY 1997, and FY 2003 State Restricted Comprehensive Transportation Funds - \$ 1,100,000; SMART Funds - \$150,000.

Purpose/Business Case: Provides Federal and State funding for intelligent transportation initiatives for public transit.

Benefit: Increase public safety through improved transportation services.

Funding Source: Federal Transit Administration Funds - \$5,000,000, FY95, FY97 and FY03 State Restricted Comprehensive Transportation Funds - \$1,100,000; SMART - \$150,000.

Commitment Level: Contract based on estimates.

Risk Assessment: The risks of not awarding this amendment are that Federal funds would be lost and the needed transit improvements would not be made.

Cost Reduction: Grant amount is not negotiated.

New Project Identification: Not a new construction project.

92. MULTI MODAL (UPTRAN) – Time Extension

Amendatory Contract (97-0561/A3) between MDOT and the City of Kalamazoo will extend the contract term by one year to provide sufficient time for the preliminary engineering to be completed. Preliminary engineering was not started until all of the \$7.2 million required for this facility was committed by the various funding sources participating in this construction project. The original contract provides State matching funds for the City of Kalamazoo's FY 1997 Federal Section 5309 Capital Program. Project items include the purchase of five 35-foot replacement buses and preliminary engineering for the Downtown Transfer Center. The revised contract term will be May 22, 1997, through May 21, 2004. The total cost of the contract remains unchanged at \$1,240,625. Source of Funds: Federal Transit Administration Funds - \$992,500; FY 1997 State Restricted Comprehensive Transportation Funds - \$248,125.

Purpose/Business Case: To extend the contract term by one year to provide sufficient time for the preliminary engineering to be completed.

Benefit: To prepare for the construction of the Downtown Transfer Center, an off-street transfer site that will tie together inter- and intra-city bus services, daily Amtrak service, and local taxicab service, decreasing traffic congestion and improving traffic safety.

Funding Source: Federal Transit Administration Funds - \$992,500; FY97 State Restricted Comprehensive Transportation Funds - \$248,125.

Commitment Level: Contract based on estimates.

Risk Assessment: The risks of not awarding this amendment are that Federal funds would be lost and the needed transit improvements would not be made.

Cost Reduction: Grant amount is determined by FTA and is not negotiated.

New Project Identification: This is a new facility construction project.

93. MULTI MODAL (UPTRAN) - Time Extension

Amendatory Contract (98-0672/A4) between MDOT and the Suburban Mobility Authority for Regional Transportation (SMART), serving portions of Wayne, Oakland, Macomb, and Monroe counties, will extend the contract term by one year. Many of SMART's procurements were put on hold until after the millage election. Additional time is required to complete the purchase of the trim units for linehaul fareboxes. The original contract provides State matching funds for SMART's FY 1998 Federal Section 5307 program grant. The revised contract term will be September 30, 1998, through September 29, 2004. The total cost of the program remains unchanged at \$11,593,359. Source of Funds: Federal Transit Administration Funds - \$9,274,686; FY 1998 and FY 2000 State Restricted Comprehensive Transportation Funds - \$2,157,743; SMART Funds - \$160,930.

Purpose/Business Case: Provides for the purchase of replacement paratransit buses, vans, trim units for fareboxes, facility renovation, support equipment and vehicles, underground storage tanks, ADP hardware and software, passenger shelters, preventive maintenance, support equipment (LETC), facility renovation (LETC) , and miscellaneous equipment (LETC).

Benefit: Increase public safety through improved transportation infrastructure.

Funding Source: Federal Transit Administration Funds - \$11,593,359; FY 1998 and FY 2002 State Restricted Comprehensive Transportation Funds - \$2,157,743; and SMART Funds - \$160,930.

Commitment level: Contract based on cost estimates.

Risk Assessment: The risks of not awarding this amendment are that Federal funds would be lost and the needed transit improvements would not be made.

Cost Reduction: Grant amount is not negotiated.

New Project Identification: Not a new construction project.

94. *MULTI MODAL (UPTRAN) - Renewal and Time Extension

Renewal and Amendatory Contract (2000-0334/A1) between MDOT and the Mass Transportation Authority (MTA) (Flint) will renew the contract and extend the contract term by approximately eleven months to allow MTA additional time to purchase shop equipment. Additional time is needed because MTA had not totally assessed the needs for its new facility. The additional time will also be used to purchase new route signs for routes that are currently in the process of being changed. The original contract provides State matching funds to MTA's FY 2000 Federal Section 5307 Capital grant. The revised contract term will be from March 31, 2000, through March 30, 2003, and from the date of award of this renewal/amendment through March 30, 2004. No costs will be incurred during the time period from expiration of the prime contract through award of this renewal/amendment. The total cost of the project remains unchanged at \$5,293,760. Source of Funds: Federal Transit Administration Funds - \$4,235,008; FY 2000 State Restricted Comprehensive Transportation Funds - \$1,058,752.

Purpose/Business Case: Provides for the acquisition of leased vehicles, service centers, and tires; the purchase of computer hardware/software and shop equipment; and the rehabilitation/renovation/rebuilding of thirteen 40-ft buses, administrative facility, bus route signs, and bus passenger shelters. This amendment will renew the contract and extend the contract term by approximately 11 months.

Benefit: Increase public safety through improved transportation infrastructure and reduce reliance on gasoline/diesel fuel.

Funding Source: Federal Transit Administration - \$4,235,008; FY 2000 State Restricted Comprehensive Transportation Funds - \$1,058,752.

Commitment Level: Contract based on cost estimates.

Risk Assessment: The risks of not awarding this amendment are that Federal funds would be lost and the needed transit improvements would not be made.

Cost Reduction: Grant amount is not negotiated.

New Project Identification: Not a new construction project.

95. MULTI MODAL (UPTRAN) - Time Extension

Amendatory Contract (2000-0751/A4) between MDOT and the Suburban Mobility Authority for Regional Transportation (SMART), serving portions of Wayne, Oakland, Macomb, and Monroe Counties, will extend the contract term by one year. Due to the millage election, computer purchases were put on hold but they are now moving forward. The original contract provides State matching funds for SMART's FY 2000 Federal Section 5307 Program grant. The revised contract term will be June 16, 2000, through June 15, 2004. The total cost of the program remains unchanged at \$16,096,377. Source of Funds: Federal Transit Administration Funds - \$12,877,102; FY 1999, FY 2000 and FY 2001 State Restricted Comprehensive Transportation Funds - \$3,219,275.

Purpose/Business Case: Provides for the purchase of vans for service expansion, support equipment and vehicles, underground storage tanks, ADP hardware and software, preventive maintenance, route signage, facility renovation, and Dispatch/AVL System.

Benefit: Increase public safety through improved transportation infrastructure.

Funding Source: Federal Transit Administration Funds - \$12,877,102; FY 1999, FY 2000, FY 2001 State Restricted Comprehensive Transportation Funds - \$3,219,275.

Commitment level: Contract based on cost estimates.

Risk Assessment: The risks of not awarding this amendment are that Federal funds would be lost and the needed transit improvements would not be made.

Cost Reduction: Grant amount is not negotiated.

New Project Identification: Not a new construction project.

96. MULTI MODAL (UPTRAN) - Time Extension

Amendatory Contract (2000-0792/A2) between MDOT and the Blue Water Area Transportation Commission (BWATC) in Port Huron, serving Port Huron and St. Clair County through its affiliated providers, will extend the contract term by one year. The extension is needed because BWATC does not have adequate storage space for additional buses at this time. The original contract provides State matching funds for BWATC's FY 2000 Federal Section 5307 Program grant and funds the purchase of four 26-foot buses. The revised contract term will be September 13, 2000, through September 12, 2004. The total cost of the contract remains unchanged at \$913,770. Source of Funds remains unchanged: Federal Transit Administration Funds - \$731,016; FY 2000 State Restricted Comprehensive Transportation Funds - \$182,754.

Purpose/Business Case: Provides Federal and State funding for the purchase of replacement buses.

Benefit: Increase public safety through improved transportation services.

Funding Source: Federal Transit Administration Funds - \$731,016; FY 2000 State Restricted Comprehensive Transportation Funds - \$182,754.

Commitment level: Contract based on estimates.

Risk Assessment: The risks of not awarding this amendment are that Federal funds would be lost and the needed transit improvements would not be made.

Cost Reduction: Grant amount is not negotiated.

New Project Identification: Not a new construction project.

97. *MULTI MODAL (UPTRAN) - Increase Amount and Extend Term

Amendatory Contract (2000-0793/A3) between MDOT and Indian Trails, Inc., will extend the contract term by 22 months and will provide additional State funding of \$804,238 for the additional months of bus service. The original contract provides State funding for the operation and maintenance of intercity bus routes from Grand Rapids to St. Ignace, and from Bay City to St. Ignace. The revised contract term will be December 1, 2000, through September 30, 2005. The revised total contract amount will be \$2,125,587. Source of Funds: State Restricted Comprehensive Transportation Funds - \$2,125,587.

Purpose/Business Case: Provides State funding for intercity bus service from Grand Rapids to St. Ignace and from Bay City to St. Ignace.

Benefit: Provides a basic framework of intercity bus service in the northern lower peninsula.

Funding Source: State Restricted Comprehensive Transportation Funds - \$2,125,587.

Commitment Level: Contract based on cost estimates.

Risk Assessment: The risk of not awarding this amendment is that intercity bus service for these two routes would be discontinued.

Cost Reduction: Service was bid out and the contract was awarded to the lowest bidder.

New Project Identification: Not a new construction project.

98.-100. MULTI MODAL (UPTRAN) - Section 5311 Operating

The following Project Authorizations issued under Master Agreements between MDOT and the following agencies will provide Federal Section 5311 Operating Assistance Program funds for nonurban public transportation services for FY 2003. Payment to the local agencies will not exceed 10.95 percent of their final eligible expenses. The authorizations will be in effect from October 1, 2002, through September 30, 2003. The authorizations are retroactive due to the terms matching the Federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The terms of the Master Agreements are from October 1, 2001, until the last obligation between the parties has been fulfilled. The Master Agreements include authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration Funds - \$1,008,090.

<u>AGREEMENT/ AUTHORIZATION</u>			<u>AGENCY</u>	<u>TOTAL</u>
98.	2002-0012/Z9		Bay Area Transportation Authority (Grand Traverse County)	\$412,715
99.	2002-0053/Z5		Isabella County Transportation Commission	\$318,526
100.	2002-0064/Z7		Marquette County Transit Authority	\$276,849

Purpose/Business Case: Provide Federal Section 5311 Operating Assistance Program funds for nonurban public transportation services for FY 2003.

Benefit: These Federal funds help support the level of public transportation provided in these nonurban areas.

Funding Source: Federal Transit Administration Funds - \$1,008,090.

Commitment Level: Contracts based on cost estimates.

Risk Assessment: The risk of not awarding these projects is that Federal funds would be lost and the needed transit service may not be provided.

Cost Reduction: Grant amount is not negotiated.

New Project Identification: Not a new construction project.

101. *MULTI MODAL (UPTRAN) – Retroactive Time Extension and Increase in Amount

Retroactive Amendatory Contract (2003-0068/A1) between MDOT and the National Railroad Passenger Corporation (Amtrak) will extend the contract term by three months and provide additional State funding of \$1,425,000 for the additional months of service. The contract provides financial support for the daily operation of intercity rail passenger service between Port Huron, Lapeer, Flint, Durand, Lansing/East Lansing, Battle Creek, Kalamazoo, Dowagiac, Niles, and Chicago, and between Grand Rapids, Holland, Bangor, St. Joseph/Benton Harbor, New Buffalo, and Chicago. This amendment will allow for the continuation of these existing services from April 1, 2003, through June 30, 2003. The revised contract term will be October 1, 2002, through June 30, 2003. The revised total contract amount will be \$4,275,000. Source of Funds: FY 2003 State Restricted Comprehensive Transportation Funds - \$4,275,000.

Purpose/Business Case: Provides funds to Amtrak for the daily operation of intercity rail passenger service between Port Huron, Lapeer, Flint, Durand, Lansing/East Lansing, Battle Creek, Kalamazoo, Dowagiac, Niles and Chicago, and between Grand Rapids, Holland, Bangor, St. Joseph/Benton Harbor, New Buffalo and Chicago.

Benefit: This service provides the people of Michigan with a balanced transportation system.

Funding Source: State Restricted Comprehensive Transportation Funds- \$4,275,000.

Commitment Level: Contract based on cost estimates.

Risk Assessment: Not providing these funds will result in the discontinuation of rail passenger service to Michigan's traveling public outside of the Detroit -Chicago Corridor.

Cost Reduction: Amtrak is currently looking into a new cost allocation system that may reduce costs to the states. This reduction will only come with a commitment of Federal dollars to Amtrak.

New Project Identification: This is not a new project. This subsidy covers the same service as in previous years.

102. ***MULTI MODAL (UPTRAN) - Economic Development**

Contract (2003-0253) between MDOT and Penguin, LLC, will provide for financial assistance to construct 1140 feet of track for rail freight transportation and promote economic development. Penguin's manufacturing facility is new business to Michigan that will create approximately forty new jobs within the City of Sturgis in St. Joseph County. The total cost of the project is estimated to be \$75,040.31. MDOT's loan from State Restricted funds is estimated to be \$37,520.15 or 50 percent of the project cost. Penguin is also partnering with the Michigan Southern Railroad on the project. Provisions included in the contract permit the loan to be forgiven incrementally over a five-year period if Penguin, LLC, meets its commitment of shipping and/or receiving 25 rail carloads of freight annually. The contract will be in effect from the date of award until the last obligation between the parties has been fulfilled, until the contract is terminated, or until the loan has been fully repaid. Source of Funds: FY 2003 State Restricted Comprehensive Transportation Funds - \$37,520.15; Penguin, LLC, Funds - \$37,520.15.

Purpose/Business Case: The contract provides financial assistance to construct 1,140 feet of track for rail freight transportation to serve a new injection molding manufacturing facility.

Benefit: The new manufacturing business promotes economic development by creating approximately 40 new jobs and increases rail freight traffic in the City of Sturgis.

Funding Source: FY 2003 State Restricted Comprehensive Transportation Funds - \$37,520.15; Penguin, LLC, Funds - \$37,520.15.

Commitment Level: Based on contractor cost estimates as provided by the applicant and the serving rail carrier.

Risk Assessment: Not performing this activity could result in the loss of economic growth and job creation to this area.

Cost Reduction: Based on cost estimates, using used railroad ties rather than new ties will result in a savings of \$18,430. In addition, labor costs are reduced by using the railroad company forces to perform the work rather than hiring an outside contractor.

New Project Identification: New construction project.

TRAFFIC SIGNAL COST PARTICIPATION AGREEMENTS

103. I-94BL,M-99 (Michigan) at Clark, City of Albion, Calhoun County
13043-01-006

	<u>Estimated Installation Cost</u>
City of Albion Funds	\$ 1,592
State Restricted Trunkline Funds	\$ 1,593
FHWA Funds	<u>\$ 31,853</u>
Total	<u>\$ 35,038</u>

104. I-94BL (Dickman) at 20TH Street, City of Springfield, Calhoun County
13121-01-001

	<u>Estimated Installation Cost</u>
City of Springfield Funds	\$ 1,014
State Restricted Trunkline Funds	\$ 1,015
FHWA Funds	<u>\$ 20,290</u>
Total	<u>\$ 22,319</u>

105. I-94BL (Dickman) at Upton Avenue, City of Battle Creek, Calhoun County
13121-01-002

	<u>Estimated Installation Cost</u>
City of Battle Creek Funds	\$ 922
State Restricted Trunkline Funds	\$ 922
FHWA Funds	<u>\$ 18,441</u>
Total	<u>\$ 20,285</u>

106. M-61 (Main) at Broad Street, City of Harrison, Clare County
18041-04-001

	<u>Estimated Installation Cost</u>
State Restricted Trunkline Funds	\$ 2,346
FHWA Funds	<u>\$ 23,461</u>
Total	<u>\$ 25,807</u>

107. US-12 (Michigan) at Jackson/Tecumseh, City of Clinton, Lenawee County
46101-01-003

	<u>Estimated Installation Cost</u>
City of Clinton Funds	\$ 1,334
State Restricted Trunkline Funds	\$ 1,334
FHWA Funds	<u>\$ 26,677</u>
Total	<u>\$ 29,345</u>

108. M-59 (Highland), at Hartland High School Drive, Hartland Township, Livingston County
47082-01-020

	<u>Estimated Installation Cost</u>
Hartland Funds	\$ 601
State Restricted Trunkline Funds	\$ 1,221
FHWA Funds	<u>\$ 18,223</u>
Total	<u>\$ 20,045</u>

109.	<u>Old M-53 (Van Dyke) at 28 Mile Road, Washington Township, Macomb County</u> 50012-01-014	
		<u>Estimated Installation Cost</u>
	State Restricted Trunkline Funds	\$ 42,351
	Total	<u>\$ 42,351</u>
110.	<u>Old M-53 (Van Dyke) at 29 Mile Road, Washington Township, Macomb County</u> 50012-01-015	
		<u>Estimated Installation Cost</u>
	State Restricted Trunkline Funds	\$ 52,115
	Total	<u>\$ 52,115</u>
111.	<u>M-53 Freeway at Van Dyke, Washington Township, Macomb County</u> 50012-01-020	
		<u>Estimated Installation Cost</u>
	State Restricted Trunkline Funds	\$ 42,019
	Total	<u>\$ 42,019</u>
112.	<u>US-41 (10TH) at Fire Station between 23RD and 26TH, City of Menominee, Menominee County</u> 55011-08-009	
		<u>Estimated Installation Cost</u>
	State Restricted Trunkline Funds	\$ 1,898
	FHWA Funds	\$ 18,984
	Total	<u>\$ 20,882</u>
113.	<u>US-24 (Telegraph) at Lorain Street, City of Monroe, Monroe County</u> 58052-01-015	
		<u>Estimated Installation Cost</u>
	City of Monroe Funds	\$ 1,033
	State Restricted Trunkline Funds	\$ 1,033
	FHWA Funds	\$ 20,661
	Total	<u>\$ 22,727</u>
114.	<u>I-75 NB Off Ramp at M-32, City of Gaylord, Otsego County</u> 69014-01-102	
		<u>Estimated Installation Cost</u>
	State Restricted Trunkline Funds	\$ 2,141
	FHWA Funds	\$ 21,410
	Total	<u>\$ 23,551</u>
115.	<u>M-46,M-19 (Sanilac) at M-19 (South Elk), City of Sandusky, Sanilac County</u> 74062-01-002	
		<u>Estimated Installation Cost</u>
	City of Sandusky Funds	\$ 702
	State Restricted Trunkline Funds	\$ 2,108
	FHWA Funds	\$ 28,099
	Total	<u>\$ 30,909</u>

116. M-52 (Main) at South/Park Streets, City of Chelsea, Washtenaw County
81011-01-002

	<u>Estimated Installation Cost</u>
City of Chelsea Funds	\$ 1,119
State Restricted Trunkline Funds	\$ 1,119
FHWA Funds	\$ 22,384
Total	<u>\$ 24,622</u>

117. M-52 (Main) at Middle Street, City of Chelsea, Washtenaw County
81011-01-003

	<u>Estimated Installation Cost</u>
City of Chelsea Funds	\$ 1,303
State Restricted Trunkline Funds	\$ 1,303
FHWA Funds	\$ 26,057
Total	<u>\$ 28,663</u>

Purpose/Business Case: ACT 51, Public Acts of 1951 authorizes the Department to contract with cities, villages and boards of county roads of commissioners for the construction, improvement, and/or maintenance of electronic devices on State trunkline roadways. Under the terms of the standard cost agreements, the cities, villages, and boards are reimbursed for labor and materials for installation and annual electrical power usage and maintenance costs of the electronic devices. The Department has made findings that such negotiated agreements are in the public interest.

Benefit: The use of electronic devices provides improved operation and safety for the motoring public. The cost agreements establish funding responsibility for the operation of the electronic devices.

Funding Source: Federal, State Restricted, or local funds, depending on the particular installation.

Commitment level: Costs as shown on the individual cost agreement for the duration of the installation operation.

Risk Assessment: Loss of local participation funding for the operation of the installation.

Cost Reduction: Fixed costs as shown on the cost agreement.

New Project Identification: Modernization of existing electronic devices.

118. M-43 (Broadway) at Apple Street, City of Hastings, Barry County
08012-01-008

	<u>Estimated Installation Cost</u>
City of Hastings Funds	\$ 1,854
State Restricted Trunkline Funds	\$ 1,855
FHWA Funds	\$ 37,088
Total	<u>\$ 40,797</u>

119. I-75BL,M-25 EB at Approximately 1162" West of Westlawn, Bangor Township, Bay County
09042-02-001

	<u>Estimated Installation Cost</u>
State Restricted Trunkline Funds	\$ 1,937
FHWA Funds	\$ 19,370
Total	<u>\$ 21,307</u>

120.	<u>M-62 at Redfield Road, Ontwa Township, Cass County</u> 14031-01-003	
		<u>Estimated Installation Cost</u>
	Cass County Funds	\$ 973
	State Restricted Trunkline Funds	\$ 973
	FHWA Funds	\$ 19,460
	Total	\$ 21,406
121.	<u>M-21 (Corunna) at Morrish Road, Clayton Township, Genesee County</u> 25081-01-017	
		<u>Estimated Installation Cost</u>
	Genesee County Funds	\$ 1,593
	State Restricted Trunkline Funds	\$ 1,593
	FHWA Funds	\$ 31,861
	Total	\$ 35,047
122.	<u>M-43 (Main) at Mall Drive-1/4 Mile West of Drake, Oshtemo Township, Kalamazoo County</u> 39081-01-021	
		<u>Estimated Installation Cost</u>
	Westmain 2000, LLC Funds	\$ 926
	State Restricted Trunkline Funds	\$ 1,881
	FHWA Funds	\$ 28,065
	Total	\$ 30,872
123.	<u>M-53,M-90 (Van Dyke), at M-90/North Branch, Burnside Township, Lapeer County</u> 44032-02-004	
		<u>Estimated Installation Cost</u>
	State Restricted Trunkline Funds	\$ 2,245
	FHWA Funds	\$ 22,450
	Total	\$ 24,695
124.	<u>M-59 (Hall) WB at Card Road, Clinton Township, Macomb County</u> 50022-01-029	
		<u>Estimated Installation Cost</u>
	Macomb County Road Commission Funds	\$ 1,591
	State Restricted Trunkline Funds	\$ 1,591
	FHWA Funds	\$ 26,520
	Total	\$ 29,702
125.	<u>M-24 (Lapeer Road) at Stadium Drive, Orion Township, Oakland County</u> 63112-01-026	
		<u>Estimated Installation Cost</u>
	Road Commission for Oakland County Funds	\$ 11,920
	State Restricted Trunkline Funds	\$ 24,202
	Total	\$ 36,122

126. M-55 at Townline Road/Bert Lane, City of Houghton Lake, Roscommon County
72022-01-007

	<u>Estimated Installation Cost</u>
Roscommon County Funds	\$ 14,501
State Restricted Trunkline Funds	\$ 14,502
Total	<u>\$ 29,003</u>

127. I-675 SB Off Ramp at Tittabawassee Road, Kochville Township, Saginaw County
73101-01-102

	<u>Estimated Installation Cost</u>
Saginaw County Funds	\$ 1,467
State Restricted Trunkline Funds	\$ 1,468
FHWA Funds	\$ 29,347
Total	<u>\$ 32,282</u>

Purpose/Business Case: ACT 51, Public Acts of 1951 authorizes the Department to contract with cities, villages and boards of county roads of commissioners for the construction, improvement, and/or maintenance of electronic devices on State trunkline roadways. Under the terms of the standard cost agreements, the cities, villages, and boards are reimbursed for labor and materials for installation and annual electrical power usage and maintenance costs of the electronic devices. The Department has made findings that such negotiated agreements are in the public interest.

Benefit: The use of electronic devices provides improved operation and safety for the motoring public. The cost agreements establish funding responsibility for the operation of the electronic devices.

Funding Source: Federal, State Restricted, or local funds, depending on the particular installation.

Commitment level: Costs as shown on the individual cost agreement for the duration of the installation operation.

Risk Assessment: Loss of local participation funding for the operation of the installation.

Cost Reduction: Fixed costs as shown on the cost agreement.

New Project Identification: Installation of new electronic devices.

BID LETTING

STATE PROJECTS

128. LETTING OF FEBRUARY 07, 2003 ENG. EST. LOW BID
PROPOSAL 0302059 \$ 121,935.20 \$ 144,736.00
PROJECT IM 20015-60379
LOCAL AGRMT. % OVER/UNDER EST.
START DATE - SEPTEMBER 03, 2003
COMPLETION DATE - SEPTEMBER 26, 2003 18.70 %

27.1 mi of crack sealing at various locations throughout
the Grayling Transportation Service Center area in Emmet,
Cheboygan, Crawford, Roscommon and Ogemaw Counties.

A 2003 highway preventive maintenance project.

BIDDER	AS-READ	AS-CHECKED	
John Carlo, Inc.			
Highway Maintenance and Const. Co.			
Kenneth R. Hartman, Inc.	\$ 219,717.50	Same	2
Fahrner Asphalt Sealers, Inc.	\$ 254,300.00	Same	3
Scodeller Construction, Inc.	\$ 144,736.00	Same	1 **
Wood Construction & Maintenance	\$ 140,774.70	Same	REJ

4 Bidders

Purpose/Business Case: The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

Benefit: These treatments retard future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

Funding Source:

Federal Highway Administration Funds	90.00 %
State Restricted Trunkline Funds	10.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer=s best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of injury/accidents due to existing surface conditions.

Cost Reduction: Lower vehicle maintenance costs

New Project Identification: Maintenance

131. LETTING OF APRIL 04, 2003
 PROPOSAL 0304036
 PROJECT STE 82192-56725
 LOCAL AGRMT.
 START DATE - 10 days after award
 COMPLETION DATE - SEPTEMBER 19, 2006

ENG. EST. \$ 513,195.80
 LOW BID \$ 481,731.45
 % OVER/UNDER EST. -6.13 %

Landscaping including placement of trees, wildflowers and
 grasses on M-39 from Ford Road to Outer Drive in the city of
 Dearborn, Wayne County.

BIDDER	AS-READ	AS-CHECKED	
De Angelis Landscape, Inc.	\$ 497,610.00	Same	2
Marine City Nursery Company	\$ 555,733.76	Same	3
Tri-Valley Landscaping, Inc.	\$ 482,481.45	\$ 481,731.45	1 **
Anderson-Fischer & Associates, Inc.	\$ 568,817.72	Same	4
Landmark Services, Inc.			
A. G. Housey Co.			

4 Bidders

Purpose/Business Case: The Transportation Enhancement Program is included in TEA-21, which sets aside funding for transportation enhancement activities and defines allowable enhancement activities. These funds cannot be used to build or repair roads.

Benefit: Allows cities, villages, counties, MDNR, and MDOT to use a source of Federal funds to improve the transportation infrastructure in Michigan by funding "non-traditional" transportation projects.

Funding Source:

Federal Highway Administration Funds 81.85 %

State Restricted Trunkline Funds 18.15 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: Loss of Federal funds. If funds are not used under the enhancement guidelines, they are redistributed to other states for additional enhancement activities in those states.

Cost Reduction: Wide-ranging due to the various enhancement activities allowed in the program. Reduces the need to use traditional transportation funding sources for these activities.

New Project Identification: New Construction

133. LETTING OF APRIL 04, 2003
 PROPOSAL 0304039
 PROJECT STE 33082-72424
 LOCAL AGRMT. 03-5097
 START DATE - 10 days after award
 COMPLETION DATE - OCTOBER 17, 2003

ENG. EST.	LOW BID
\$ 577,961.00	\$ 597,385.00
% OVER/UNDER EST.	
3.36 %	

Streetscaping enhancements on Jackson Street east through the business district to Cedar Street in the city of Williamston, Ingham County.

BIDDER	AS-READ	AS-CHECKED	
Kamminga & Roodvoets, Inc.	\$ 719,508.45	Same	2
Eastlund Concrete Construction, Inc	\$ 597,385.00	Same	1 **
Davis Construction, Inc.			
Tri-Valley Landscaping, Inc.			

2 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Purpose/Business Case: The Transportation Enhancement Program is included in TEA-21, which sets aside funding for transportation enhancement activities and defines allowable enhancement activities. These funds cannot be used to build or repair roads.
Benefit: Allows cities, villages, counties, MDNR, and MDOT to use a source of Federal funds to improve the transportation infrastructure in Michigan by funding "non-traditional" transportation projects.

Funding Source:

Federal Highway Administration Funds	57.19 %
State Restricted Trunkline Funds	19.06 %
City of Williamston	23.75 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: Loss of Federal funds. If funds are not used under the enhancement guidelines, they are redistributed to other states for additional enhancement activities in those states.

Cost Reduction: Wide-ranging due to the various enhancement activities allowed in the program. Reduces the need to use traditional transportation funding sources for these activities.

New Project Identification: New Construction

134. LETTING OF APRIL 04, 2003
 PROPOSAL 0304040
 PROJECT STU 25081-73150
 LOCAL AGRMT.
 START DATE - JULY 07, 2003
 COMPLETION DATE - AUGUST 23, 2003

ENG. EST.
 \$ 982,787.42

LOW BID
 \$ 964,553.00

% OVER/UNDER EST.
 -1.86 %

2.0 mi of hot mix asphalt cold milling and resurfacing on
 M-21 (Corunna Road) from I-75 to Court Street in the city
 of Flint, Flint Township, Genesee County.

BIDDER	AS-READ	AS-CHECKED	
Saginaw Asphalt Paving Co	\$ 1,047,137.67	Same	4
Valley Asphalt Company	\$ 1,003,530.91	Same	3
Thompson-McCully Company	\$ 964,553.00	Same	1 **
Ace Asphalt & Paving	\$ 990,560.82	Same	2
Lois Kay Contracting Co.			
Angelo Iafrate Construction Company			
Barrett Paving Materials, Inc.	\$ 1,110,050.00	Same	5

5 Bidders

Purpose/Business Case: MDOT's Road Preservation Program goal is to have 95% of freeways and 85% of non-freeways under MDOT's jurisdiction in good condition by 2007. The Program focuses on repairing the worst roads first and extending the life of other identified roads to keep them in good condition.

Benefit: MDOT attempts to maximize the benefits of road preservation by using an asset management philosophy to develop programs that are prioritized based on such factors as traffic volume, cost/benefit, ride quality, pavement condition, safety, user savings, maintenance savings, and condition of bridges.

Funding Source: Federal Highway Administration Funds - 100 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: The deterioration of the existing State trunkline network, reduced safety, and increased vehicle maintenance and operational costs to the motoring public.

Cost Reduction: Reduced roadway maintenance costs.

New Project Identification: Rehabilitation

135. LETTING OF APRIL 04, 2003
 PROPOSAL 0304041
 PROJECT STU 25072-73149
 LOCAL AGRMT.
 START DATE - SEPTEMBER 08, 2003
 COMPLETION DATE - OCTOBER 11, 2003

ENG. EST.
 \$ 491,038.00

LOW BID
 \$ 448,360.00

% OVER/UNDER EST.
 -8.69 %

1.0 mi of hot mix asphalt cold milling and resurfacing with intermittent curb and gutter replacement on M-54 (Dort Highway) from I-69 to Robert T. Longway Boulevard in the city of Flint, township of Burton, Genesee County.

BIDDER	AS-READ	AS-CHECKED	
Saginaw Asphalt Paving Co	\$ 498,847.07	Same	5
Valley Asphalt Company	\$ 471,437.85	Same	2
Thompson-McCully Company	\$ 488,890.93	Same	4
Ace Asphalt & Paving	\$ 471,824.49	Same	3
Lois Kay Contracting Co.			
Angelo Iafrate Construction Company			
Barrett Paving Materials, Inc.	\$ 460,360.00	\$ 448,360.00	1 **
Pro-Line Asphalt Paving Corp.			

5 Bidders

Purpose/Business Case: MDOT's Road Preservation Program goal is to have 95% of freeways and 85% of non-freeways under MDOT's jurisdiction in good condition by 2007. The Program focuses on repairing the worst roads first and extending the life of other identified roads to keep them in good condition.

Benefit: MDOT attempts to maximize the benefits of road preservation by using an asset management philosophy to develop programs that are prioritized based on such factors as traffic volume, cost/benefit, ride quality, pavement condition, safety, user savings, maintenance savings, and condition of bridges.

Funding Source: Federal Highway Administration Funds - 100 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: The deterioration of the existing State trunkline network, reduced safety, and increased vehicle maintenance and operational costs to the motoring public.

Cost Reduction: Reduced roadway maintenance costs.

New Project Identification: Rehabilitation

136. LETTING OF APRIL 04, 2003
 PROPOSAL 0304043
 PROJECT AST 77052-59459
 LOCAL AGRMT.
 START DATE - 10 days after award
 COMPLETION DATE - MAY 27, 2005

ENG. EST.
 \$ 3,017,188.30

LOW BID
 \$ 2,543,887.32

% OVER/UNDER EST.
 -15.69 %

Bridge rehabilitation including shallow overlay on approach span, new grid deck on lift span, new railing, partial paint, minor substructure work, rehabilitation of mechanical (minor), electrical, and hydraulic systems on M-29 over the Pine River, (St. Clair bascule bridge) in the city of St. Clair, St. Clair County.

5.00 % DBE participation required

BIDDER	AS-READ	AS-CHECKED	
C.A. Hull Co., Inc.			
E. C. Korneffel Co.			
J. Slagter & Son Construction Co			
Midwest Bridge Company	\$ 2,885,314.87	Same	2
Abhe & Svoboda, Inc.			
Dan's Excavating, Inc			
Gerace Construction Company. Inc			
Posen Construction, Inc.			
Walter Toebe Construction Co.	\$ 2,543,887.32	Same	1 **
Davis Construction, Inc.			
Anlaan Corporation	\$ 2,887,442.31	Same	3
Prince Bridge & Marine, LTD.			

3 Bidders

Purpose/Business Case: The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

Benefit: These treatments retard future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

Funding Source:

Federal Highway Administration Funds 81.85 %
 State Restricted Trunkline Funds 18.15 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of injury/accidents due to existing surface conditions.

Cost Reduction: Lower vehicle maintenance costs

New Project Identification: Maintenance

137. LETTING OF APRIL 04, 2003
 PROPOSAL 0304051 ENG. EST. \$ 3,896,515.15 LOW BID \$ 3,890,879.54
 PROJECT ABHI 82025-72419
 LOCAL AGRMT. 03-5079 % OVER/UNDER EST.
 START DATE - 10 days after award
 COMPLETION DATE - MAY 15, 2004 -0.14 %

Two bridge structure replacements, approach work and maintaining traffic on I-94 under Moross Road in the city of Detroit, Wayne County.

BIDDER	ORIGINAL A	AS-CHECKED A	
C.A. Hull Co., Inc.	\$ 4,343,779.19	Same	4
E. C. Korneffel Co.	\$ 4,393,165.95	Same	2
J. Slagter & Son Construction Co			
Midwest Bridge Company	\$ 4,915,279.51	Same	6
Angelo Iafrate Construction Company			
Dan's Excavating, Inc	\$ 5,121,424.34	Same	8
Posen Construction, Inc.	\$ 3,890,879.54	Same	1 **
Walter Toebe Construction Co.	\$ 4,206,294.19	Same	5
Anlaan Corporation	\$ 4,084,540.27	Same	3
Prince Bridge & Marine, LTD.			
Walsh Construction Company Of	\$ 4,688,983.00	Same	7

BIDDER	ORIGINAL A+Lane rental	AS-CHECKED A+Lane rental	
C.A. Hull Co., Inc.	\$ 4,768,779.19	Same	4
E. C. Korneffel Co.	\$ 4,543,165.95	Same	2
J. Slagter & Son Construction Co			
Midwest Bridge Company	\$ 5,150,279.51	Same	6
Angelo Iafrate Construction Company			
Dan's Excavating, Inc	\$ 6,287,424.34	Same	8
Posen Construction, Inc.	\$ 4,141,879.54	Same	1 **
Walter Toebe Construction Co.	\$ 4,958,294.19	Same	5
Anlaan Corporation	\$ 4,599,540.27	Same	3
Prince Bridge & Marine, LTD.			
Walsh Construction Company Of	\$ 5,246,483.00	Same	7

8 Bidders

Note: The Original A+Lane rental bid total is used to determine the low bidder.

The Original A bid total reflects the actual contract price.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Purpose/Business Case: MDOT's Bridge Preservation Program goal is to have 95% of freeway bridges and 85% of non-freeway bridges under MDOT's jurisdiction in good condition by 2007. The Program focuses on repairing the worst bridges first and extending the life of bridges to keep them in good condition.

Benefit: MDOT attempts to maximize benefits by using an asset management philosophy that develops programs that are prioritized projects based on such factors as traffic volume, cost/benefit, ride quality, safety, user savings, maintenance savings, and condition of bridges.

Funding Source:

City of Detroit 2.47 %
 Federal Highway Administration Funds 80.00 %
 State Restricted Trunkline Funds 17.53 %

Commitment Level: The contract cost is not fixed. It is based on the engineer=s best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: The deterioration of the existing State trunkline bridges, reduced safety, and increased vehicle maintenance and operational costs to the motoring public.

Cost Reduction: Reduced roadway maintenance costs.

New Project Identification: Rehabilitation

138. LETTING OF APRIL 04, 2003 ENG. EST. LOW BID
 PROPOSAL 0304052 \$ 1,172,833.77 \$ 1,408,508.24
 PROJECT NH 63051-60108
 LOCAL AGRMT. % OVER/UNDER EST.
 START DATE - 10 days after award
 COMPLETION DATE - OCTOBER 01, 2003 20.09 %

5.08 mi of microsurfacing with overband crack treatment and bump removal on M-1 from north of Oxford Boulevard to south of 14 Mile Road, in the cities of Pleasant Ridge, Huntington Woods, Berkley, and Royal Oak, Oakland County.

A 2003 highway preventive maintenance project.

BIDDER	AS-READ	AS-CHECKED	
John Carlo, Inc.	\$ 1,435,039.10	Same	2
Strawser Incorporated	\$ 1,597,614.00	Same	3
Fahrner Asphalt Sealers, Inc.			
Terry Construction, Inc.	\$ 1,408,508.10	\$ 1,408,508.24	1 **

3 Bidders

Purpose/Business Case: The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

Benefit: These treatments retard future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

Funding Source:

Federal Highway Administration Funds 81.85 %
 State Restricted Trunkline Funds 18.15 %

Commitment Level: The contract cost is not fixed. It is based on the engineer=s best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of injury/accidents due to existing surface conditions.

Cost Reduction: Lower vehicle maintenance costs

New Project Identification: Maintenance

140. LETTING OF APRIL 04, 2003
 PROPOSAL 0304058
 PROJECT IM 63022-60106
 LOCAL AGRMT.
 START DATE - JUNE 15, 2003
 COMPLETION DATE - 40 calendar days

ENG. EST.
 \$ 210,356.00

LOW BID
 \$ 231,000.01

% OVER/UNDER EST.
 9.81 %

10.35 mi of crack treatment for hot mix asphalt pavement on I-96 eastbound and westbound from the Livingston/Oakland County line to Novi Road in the cities of Novi and Wixom in Lyon Township, Oakland County.

A 2003 highway preventive maintenance project.

BIDDER	AS-READ	AS-CHECKED	
John Carlo, Inc.	\$ 231,000.01	Same	1 **
Highway Maintenance and Const. Co.	\$ 383,392.72	Same	4
Kenneth R. Hartman, Inc.	\$ 347,112.00	Same	3
Fahrner Asphalt Sealers, Inc.	\$ 386,200.00	Same	5
Scodeller Construction, Inc.	\$ 250,218.60	Same	2

5 Bidders

Purpose/Business Case: The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

Benefit: These treatments retard future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

Funding Source:

Federal Highway Administration Funds 90.00 %
 State Restricted Trunkline Funds 10.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of injury/accidents due to existing surface conditions.

Cost Reduction: Lower vehicle maintenance costs

New Project Identification: Maintenance

Capital Scheduled Maintenance work including concrete and crack sealing, deck patching, riprap, deck surface repair, hand chipping and resealing construction joints on 19 bridges located on M-34, US-127, M-156, US-223, M-52, M-50, and US-12 in the cities of Blissfield, Hudson, Morenci, Adrian and Tecumseh in Adrian, Dover, Franklin, Madison, Ridgeway, Tecumseh, and Woodstock Townships, Lenawee County.

4 Bidders

New Project Identification: Maintenance

142.	LETTING OF APRIL 04, 2003	ENG. EST.	LOW BID
	PROPOSAL 0304061	\$ 510,516.74	\$ 487,657.51
	PROJECT M 73063-M40301		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - AUGUST 16, 2003		-4.48 %

2.94 mi of concrete joint repairs, concrete joint sealing and resawing and sealing pavement joints on M-46 from Sheridan Avenue to Genesee Street, from the beginning of Remington Street to Rust Street, I-75 Bay Rest Area, from I-75 exit ramp to the I-75 entrance ramp in the city of Saginaw, Frankenlust Township, Bay and Saginaw Counties.

BIDDER	AS-READ	AS-CHECKED	
A. J. Rehmus & Son, Inc.			
Kelcris Corporation	\$ 487,657.51	Same	1 **
Snowden, Inc.	\$ 599,895.75	Same	4
Causie Contracting, Inc.	\$ 526,992.66	Same	2
Six-S, Inc.	\$ 544,381.21	Same	3

4 Bidders

Purpose/Business Case: The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

Benefit: These treatments retard future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

Funding Source:

State Restricted Trunkline Funds - 100 %

Commitment Level: The contract cost is not fixed. It is based on the engineer=s best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of injury/accidents due to existing surface conditions.

Cost Reduction: Lower vehicle maintenance costs

New Project Identification: Maintenance

143.	LETTING OF APRIL 04, 2003	ENG. EST.	LOW BID
	PROPOSAL 0304008	\$ 565,826.35	\$ 548,217.10
	PROJECT STU 03414-56407		
	LOCAL AGRMT. 03-5041		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - 20 working days		-3.11 %

BIDDER	AS-READ	AS-CHECKED	
Rieth-Riley Construction Co., Inc.	\$ 709,051.40	Same	3
Thompson-McCully Company	\$ 548,217.10	Same	1 **
Aggregate Industries-Central Region	\$ 553,178.67	Same	2

New Project Identification: This project is not for the construction of a new road or bridge.

144. LETTING OF APRIL 04, 2003
 PROPOSAL 0304009
 PROJECT STU 41401-50248
 LOCAL AGRMT. 03-5040
 START DATE - 10 days after award
 COMPLETION DATE - JUNE 01, 2004

ENG. EST.
 \$ 1,147,800.00

LOW BID
 \$ 795,369.50

% OVER/UNDER EST.
 -30.70 %

0.49 mi of roadway reconstruction including pavement removal, grading, hot mix asphalt pavement, drainage structures, sidewalk and curb and gutter replacement, traffic signal preparation, street lighting, landscaping, and permanent pavement markings on Plymouth Avenue, from Boston to Hall in the city of Grand Rapids, Kent County.

5.00 % DBE participation required

BIDDER	AS-READ	AS-CHECKED	
Kamminga & Roodvoets, Inc.	\$ 849,401.00	Same	3
Velting Contractors, Inc.			
Milbocker and Sons, Inc.	\$ 795,369.50	Same	1 **
Dykema Excavators, Inc.	\$ 938,099.40	Same	7
Nagel Construction, Inc.	\$ 891,718.50	Same	4
Wyoming Excavators, Inc.	\$ 908,145.50	Same	5
Nashville Construction Company			
Diversco Construction Company	\$ 924,644.50	Same	6
Schippers Excavating, Inc			
Prince Bridge & Marine, LTD.			
Lodestar Construction, Inc.	\$ 831,857.75	Same	2
Kentwood Excavating, Inc.	\$ 1,183,080.00	Same	8

8 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Purpose/Business Case: The project is for the resurfacing of a Federal aid route under local jurisdiction. It was selected, through a process outlined in the Transportation Equity Act for the 21st Century, by the local agency regional planning authority, and was approved by MDOT and the Federal Highway Administration.

Benefit: By awarding this project, the Federal aid highway system is further preserved providing increased economic value and quality of life for the traveling public.

Funding Source:

Federal Highway Administration Funds 75.84 %
 City of Grand Rapids 24.16 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded the Federal funds will have to be returned to the Federal government for use in another Federal aid project.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations prior to award of the contract, is in violation of Federal regulation and MDOT specs.

New Project Identification: This project is not for the construction of a new road or bridge.

8.00 % DBE participation required

BIDDER	AS-READ	AS-CHECKED	
Midland Contracting Company			
Valley Asphalt Company	\$ 1,054,195.69	Same	7
A. J. Rehmus & Son, Inc.	\$ 932,700.35	Same	1 **
Lee Wood Contracting, Inc.	\$ 993,856.09	Same	4
Fisher Contracting Company	\$ 1,114,179.25	Same	9
Central Asphalt, Inc.			
Dan's Excavating, Inc			
Bourdow Trucking Company	\$ 1,128,620.74	Same	10
W.P.M. Inc.			
Champagne and Marx Excavating	\$ 1,277,357.96	Same	11
Rohde Brothers Excavating, Inc.	\$ 1,053,903.80	Same	6
Wooten Contracting Co.			
Zito Construction Co.			
Ron Bretz Excavating, Inc.	\$ 980,670.48	Same	3
L. J. Construction, Inc.			
Shaw Contracting/CRS	\$ 966,913.23	Same	2
3-S Construction	\$ 1,067,477.78	Same	8
Todd T. Kneisel Construction Co.	\$ 1,035,327.87	Same	5

11 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Purpose/Business Case: The project is for the resurfacing of a Federal aid route under local jurisdiction. It was selected, through a process outlined in the Transportation Equity Act for the 21st Century, by the local agency regional planning authority, and was approved by MDOT and the Federal Highway Administration.

Benefit: By awarding this project, the Federal aid highway system is further preserved providing increased economic value and quality of life for the traveling public.

Funding Source:

City of Bay City	30.97 %
Federal Highway Administration Funds	69.03 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded the Federal funds will have to be returned to the Federal government for use in another Federal aid project.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations prior to award of the contract, is in violation of Federal regulation and MDOT specs.

New Project Identification: 42% of the project is new and is funded as follows:

City of Bay City	\$121,320.06
Federal Highway Administration Funds	\$210,414.07

- | | | | |
|------|---------------------------|-----------|---------|
| 146. | LETTING OF APRIL 04, 2003 | ENG. EST. | LOW BID |
|------|---------------------------|-----------|---------|

PROPOSAL 0304014 \$ 529,122.50 \$ 493,237.80
 PROJECT EDF 27566-55829
 LOCAL AGRMT. 03-5066 % OVER/UNDER EST.
 START DATE - 10 days after award
 COMPLETION DATE - 45 working days -6.78 %

0.41 mi of street reconstruction to upgrade to all season standards including new subbase, aggregate base, hot mix asphalt surface, curb and gutter, sidewalk, intersection and drainage improvements, and sanitary sewer and water main improvements on McLeod Avenue from US-2 BR to Lowell Street in the city of Ironwood, Gogebic County.

BIDDER	AS-READ	AS-CHECKED	
Bacco Construction Company	\$ 527,694.75	Same	3
A. Lindberg & Sons, Inc.			
Angelo Luppino, Inc.	\$ 510,697.80	\$ 493,237.80	1 **
Payne & Dolan, Inc.			
Ross Peterson Construction	\$ 501,295.26	Same	2

3 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Purpose/Business Case: The project is for creating an all-season road system under the jurisdiction of cities with a population of greater than 5,000 in rural counties. This project will improve the state all-season system and Priority Commercial Network. This project was selected by the Office of Economic Development and Enhancement in accordance with Public Act 51 of 1951.

Benefit By awarding this project, the State trunkline system is complimented, economic development is enhanced, and seasonal disruptions due to load restrictions are minimized. This improvement will provide increased economic benefit and preserve the quality of life for the people of Michigan.

Funding Source:

City of Ironwood 43.79 %
 State Restricted Trunkline Funds 56.21 %

Commitment Level: The contract cost is not fixed. It is based on the engineer=s best estimate of probable construction cost. The contract=s final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded, the State would have to use Federal funds, in-turn, this project would take precedence over other projects on the Transportation Improvement Plan.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations prior to award of the contract is in violation of Federal regulation and MDOT specs.

New Project Identification: This project is not for the construction of a new road or bridge.

1.98 mi of asphalt pavement resurfacing including base crushing and shaping, aggregate base, paved and aggregate shoulders, hot mix asphalt paving, guardrail, pavement marking, and slope restoration on Sand Lake Road from Alabaster Road to Whittemore Road in Sherman Township, Iosco County.

4 Bidders

Purpose/Business Case: The project is for the resurfacing of a Federal aid route under local jurisdiction. It was selected, through a process outlined in the Transportation Equity Act for the 21st Century, by the local agency regional planning authority, and was approved by MDOT and the Federal Highway Administration.

Funding Source:

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations prior to award of the contract, is in violation of Federal regulation and MDOT specs.

*Denotes a non-standard contract/amendment

Removal of a single span steel beam bridge, construction of a single span prestressed, post-tensioned concrete box beam bridge and related approach work on LaPlaisance Road over Woodchuck Creek in Monroe Township, Monroe County.

6 Bidders

Purpose/Business Case: The project is for the replacement of a bridge on the Federal aid system under local jurisdiction. This project was selected, through the critical bridge selection process set under Public Act 51 of 1951.

Funding Source:

Commitment Level: The contract cost is not fixed. It is based on the engineer=s best estimate of probable construction cost. The contract=s final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations prior to award of the contract, is in violation of Federal regulation and MDOT specs.

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150. LETTING OF APRIL 04, 2003
 PROPOSAL 0304018
 PROJECT STU 33403-55949
 LOCAL AGRMT. 03-5081
 START DATE - 10 days after award
 COMPLETION DATE - AUGUST 01, 2003

ENG. EST.
 \$ 232,603.25

LOW BID
 \$ 218,130.05

% OVER/UNDER EST.
 -6.22 %

0.51 mi of median island curb and gutter removal and replacement and pavement resurfacing on Trowbridge Road from Arbor to Harrison Avenue in the city of East Lansing, Ingham County.

BIDDER	AS-READ	AS-CHECKED	
Kamminga & Roodvoets, Inc.	\$ 289,501.03	Same	5
Eastlund Concrete Construction, Inc	\$ 237,351.96	Same	2
L & L Construction Co., Inc.	\$ 218,130.05	Same	1 **
C & D Hughes, Inc.	\$ 271,533.68	Same	3
Tom's Advanced Paving Company	\$ 281,005.40	Same	4
Aggregate Industries-Central Region			

5 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Purpose/Business Case: The project is for the resurfacing of a Federal aid route under local jurisdiction. This project was selected, through a process outlined in the Transportation Equity Act for the 21st Century, by the local agency regional planning authority and was approved by MDOT and the Federal Highway Administration.

Benefit: By awarding this project, the Federal aid highway system is further preserved providing increased economic value and quality of life for the traveling public.

Funding Source:

City of East Lansing	18.15 %
Federal Highway Administration Funds	81.85 %

Commitment Level: The contract cost is not fixed. It is based on the engineer=s best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded, the Federal funds must be returned to the Federal government for use in another Federal aid project.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations prior to award of the contract, is in violation of Federal regulation and MDOT specifications.

New Project Identification: This project is not for the construction of a new road or bridge.

2.53 mi of asphalt pavement reconstruction including base crushing and shaping, aggregate base, paved and aggregate shoulders, concrete curb and gutter, hot mix asphalt paving, aluminum box culvert, pavement marking, and slope restoration on Sand Lake Road from Townline Road to M-55 in Grant Township, Iosco County.

4 Bidders

Purpose/Business Case: This project is for the reconstruction of a Federal aid route under local jurisdiction. It was selected, through a process outlined in the Transportation Equity Act for the 21st Century, by the local agency regional planning authority, and was approved by MDOT and the Federal Highway Administration.

Funding Source:

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations prior to award of the contract, is in violation of Federal regulation and MDOT specs.

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152. LETTING OF APRIL 04, 2003
 PROPOSAL 0304020
 PROJECT BRO 55009-59776
 LOCAL AGRMT. 03-5059
 START DATE - 10 days after award
 COMPLETION DATE - NOVEMBER 15, 2003

ENG. EST.	LOW BID
\$ 279,350.50	\$ 260,133.36
% OVER/UNDER EST.	
	-6.88 %

Removal of a three span concrete arch structure and construction of a one span precast concrete box beam bridge with related approach work on 30 Mile Road over Little Cedar River, Menominee County.

BIDDER	AS-READ	AS-CHECKED	
Bacco Construction Company			
A. Lindberg & Sons, Inc.			
J. Slagter & Son Construction Co			
Lunda Construction Company	\$ 289,431.93	Same	3
Snowden, Inc.	\$ 260,133.36	Same	1 **
Hebert Construction Co., Inc.	\$ 273,825.66	Same	2
Zenith Tech, Inc.	\$ 324,071.80	Same	4
Pheifer Brothers Construction Co.	\$ 332,135.90	Same	5

5 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Purpose/Business Case: The project is for the replacement of a bridge off the Federal aid system under local jurisdiction. This project was selected, through the critical bridge selection process set under Public Act 51 of 1951.

Benefit: By awarding this project, the Federal aid highway system is further preserved providing increased economic value and quality of life for the traveling public.

Funding Source:

Menominee County	5.00 %
Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	15.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer=s best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: State Critical Bridge Funds are required to be allocated for local bridge projects within Michigan. If the project is not awarded, the funds would be required by law to be applied to another local critical bridge project. If the project is not awarded, there is a possibility that the bridge will deteriorate further and will impact vehicular traffic to the point of restricting emergency services.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations prior to award of the contract, is in violation of Federal regulation and MDOT specifications.

New Project Identification: This project is not for the construction of a new bridge where one did not exist before.

New Project Identification: This project is not for the construction of a new road or bridge.

Removal of a single span steel beam bridge, construction of a corrugated aluminum box culvert and related approach work on Galbraith Line Road over Birch Creek, in Worth Township, Sanilac County.

14 Bidders

Risk Assessment: State Critical Bridge Funds are required to be allocated for local bridge projects within Michigan. If the project is not awarded, the funds would be

required by law to be applied to another local critical bridge project. If the project is not awarded, there is a possibility the bridge will deteriorate further and will impact vehicular traffic to the point of restricting emergency services.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations prior to award of the contract, is in violation of Federal regulation and MDOT specs.

New Project Identification: This project is not for the construction of a new bridge where one did not exist before.

155.	LETTING OF APRIL 04, 2003 PROPOSAL 0304023 PROJECT STUL 08447-56421 LOCAL AGRMT. 03-5071 START DATE - 10 days after award COMPLETION DATE - AUGUST 29, 2003	ENG. EST. \$ 597,230.00	LOW BID \$ 370,601.80 % OVER/UNDER EST. -37.95 %
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0.37 mi of roadway reconstruction and widening including pavement removal, grading, aggregate base, hot mix asphalt pavement, storm sewers, concrete curb and gutter, sanitary sewer, watermain, pavement marking, and restoration on East State Street from Center Road to east city limits in the city of Hastings, Barry County.

5.00 % DBE participation required

BIDDER	AS-READ	AS-CHECKED	
Hoffman Bros., Inc.	\$ 370,601.80	Same	1 **
Kamminga & Roodvoets, Inc.	\$ 551,259.19	Same	7
Rieth-Riley Construction Co., Inc.			
Milbocker and Sons, Inc.	\$ 467,897.30	Same	2
Nagel Construction, Inc.	\$ 544,934.00	Same	5
Peters Construction Co.			
Thompson-McCully Company			
Kalin Construction Co., Inc.	\$ 591,570.01	Same	10
Wyoming Excavators, Inc.	\$ 554,487.80	Same	8
Nashville Construction Company	\$ 562,710.80	Same	9
E.T. MacKenzie Company			
Brenner Excavating, Inc.	\$ 539,214.80	Same	4
Diversco Construction Company	\$ 651,491.00	Same	12
Schippers Excavating, Inc			
Davis Construction, Inc.	\$ 641,857.00	Same	11
Cadwell Brothers Construction			
James L. Milbocker, Inc.	\$ 471,377.73	Same	3
Balkema Excavating, Inc.			
Kentwood Excavating, Inc.	\$ 545,970.00	Same	6

12 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Purpose/Business Case: The project is for the resurfacing of a Federal aid route under local jurisdiction. It was selected, through a process outlined in the Transportation Equity Act for the 21st Century, by the local agency regional planning authority, and was approved by MDOT and the Federal Highway Administration.

Benefit: By awarding this project, the Federal aid highway system is further preserved providing increased economic value and quality of life for the traveling public.

Funding Source:

Federal Highway Administration Funds	53.66 %
City of Hastings	46.34 %

Commitment Level: The contract cost is not fixed. It is based on the engineer=s best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded the Federal funds must be returned to the Federal government for use in another Federal aid project.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations prior to award of the contract, is in violation of Federal regulation and MDOT specs.

New Project Identification: 14.28% of the project is new and is funded as follows:

City of Hastings	\$24,524.03
Federal Highway Administration Funds	\$28,397.91

156.	LETTING OF APRIL 04, 2003	ENG. EST.	LOW BID
	PROPOSAL 0304024	\$ 1,896,870.00	\$ 1,997,476.35
	PROJECT CMG 82400-53783		
	LOCAL AGRMT. 02-5586		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - SEPTEMBER 30, 2003		5.30 %

Traffic signal modernization and pavement markings at 26 locations along Martin Luther King Boulevard and Mack Avenue, in the city of Detroit, Wayne County.

BIDDER	AS-READ	AS-CHECKED	
Harlan Electric Company			
Posen Construction, Inc.	\$ 2,804,999.00	Same	3
Trans Tech Electric, L.P.			
Metropolitan Power & Lighting, Inc.			
John R. Howell, Inc.			
Rauhorn Electric, Inc.	\$ 1,997,476.35	Same	1 **
Kent Power Inc.	\$ 2,755,801.00	Same	2

3 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Purpose/Business Case: The project is for improving air quality and mitigating congestion on a Federal aid route under local jurisdiction. It was selected, through a process outlined in the Transportation Equity Act for the 21st Century, by the local agency regional planning authority and was approved by MDOT and the Federal Highway Administration.

Benefit By awarding this project, the Federal aid highway system is further preserved providing increased economic value and quality of life for the traveling public.

Funding Source: Federal Highway Administration Funds - 100 %

Commitment Level: The contract cost is not fixed. It is based on the engineer=s best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded the Federal funds must be returned to the Federal government for use in another Federal aid project.

New Project Identification: This project is not for the construction of a new road or bridge.

Resurface on Masonic from Kelly to Gratiot in the city of Roseville, Macomb County.

BIDDER	AS-READ	AS-CHECKED	
Lanzo Construction Company	\$ 1,211,777.30	Same	6
Thompson-McCully Company	\$ 1,112,274.20	Same	4
V.I.L. Construction, Inc.	\$ 1,067,182.70	Same	2
Peter A. Basile Sons, Inc.	\$ 1,092,622.90	Same	3
Ajax Paving Industries, Inc.	\$ 1,214,117.10	Same	7
John Carlo, Inc.	\$ 1,271,392.63	Same	11
Florence Cement Company	\$ 1,016,811.00	Same	1 **
Angelo Iafrate Construction Company	\$ 1,304,830.70	Same	12
ABC Paving Company	\$ 1,254,708.85	Same	10
Peake Contracting, Inc.			
Pamar Enterprises, Inc.	\$ 1,231,266.25	Same	8
Boddy Construction Company, Inc.			
L. D'Agostini & Sons, Inc.	\$ 1,252,936.49	Same	9
Six-S, Inc.	\$ 1,176,461.83	Same	5
Todd T. Kneisel Construction Co.			

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

New Project Identification: This project is not for the construction of a new road or bridge.

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2.1 mi of reconstruction to all season standards including hot mix asphalt base crushing and shaping, aggregate base, hot mix asphalt surfacing and aggregate shoulders, drainage improvements, and intersection and drive approach improvements on Three Mile Road from St. Ignace Road to north of Rockview Road in Clark and Marquette Townships, Mackinac County.

4 Bidders

Purpose/Business Case: This project is for creating an all-season road system under local jurisdiction that connects State trunklines in rural counties. This project was selected through a process outlined in the Transportation Equity Act for the 21st Century by the local agency regional planning authority, and was approved by MDOT and the Federal Highway Administration.

Funding Source:

Commitment Level: The contract cost is not fixed. It is based on the engineer=s best estimate of probable construction cost. The contract=s final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations prior to award of the contract is in violation of Federal regulation and MDOT specs.

*Denotes a non-standard contract/amendment

159. LETTING OF APRIL 04, 2003
 PROPOSAL 0304027
 PROJECT STUL 33468-50364-2
 LOCAL AGRMT. 01-5581
 START DATE - 10 days after award
 COMPLETION DATE - OCTOBER 10, 2003

ENG. EST.
 \$ 750,509.25

LOW BID
 \$ 726,274.58

% OVER/UNDER EST.
 -3.23 %

0.28 mi of drainage, bituminous pavement and concrete curb and gutter reconstruction, and removal and replacement of culvert and bridge on State Street from Columbia to Maple in the city of Mason, Ingham County.

8.00 % DBE participation required

BIDDER	AS-READ	AS-CHECKED	
Dunigan Brothers, Inc.			
C.A. Hull Co., Inc.			
Kamminga & Roodvoets, Inc.			
L. W. Lamb, Inc.			
Eastlund Concrete Construction, Inc	\$ 997,183.95	Same	8
J. Slagter & Son Construction Co			
S. L. & H. Contractors, Inc.			
Milbocker and Sons, Inc.	\$ 886,546.32	Same	7
Fisher Contracting Company			
L & L Construction Co., Inc.			
Hardman Construction, Inc.			
Nashville Construction Company	\$ 868,804.67	\$ 868,804.87	6
Walter Toebe Construction Co.			
E.T. MacKenzie Company			
Davis Construction, Inc.	\$ 736,381.35	Same	2
Anlaan Corporation			
Prince Bridge & Marine, LTD.	\$ 811,299.22	Same	4
Cadwell Brothers Construction	\$ 817,696.45	Same	5
Ron Bretz Excavating, Inc.	\$ 751,889.87	Same	3
Aggregate Industries-Central Region	\$ 726,274.58	Same	1 **
Balkema Excavating, Inc.			
L. J. Construction, Inc.			
J.E. Kloote Contracting, Inc.			
Todd T. Kneisel Construction Co.			

8 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Purpose/Business Case: The project is for the resurfacing of a Federal aid route under local jurisdiction. It was selected, through a process outlined in the Transportation Equity Act for the 21st Century, by the local agency regional planning authority, and was approved by MDOT and the Federal Highway Administration.

Benefit: By awarding this project, the Federal aid highway system is further preserved providing increased economic value and quality of life for the traveling public.

Funding Source:

Federal Highway Administration Funds 68.88 %
 City of Mason 31.12 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded the Federal funds must be returned to the Federal government for use in another Federal aid project.

New Project Identification: This project is not for the construction of a new road or bridge.

Concrete pavement replacement, reconstruction and drainage structures on Vincent Street from Conant Avenue to Marcus, in the city of Hamtramck, Wayne County.

7 Bidders

New Project Identification: This project is not for the construction of a new road or bridge.

161. LETTING OF APRIL 04, 2003
 PROPOSAL 0304029
 PROJECT CMG 63459-53641
 LOCAL AGRMT. 03-5082
 START DATE - 10 days after award
 COMPLETION DATE - NOVEMBER 21, 2003

ENG. EST.	LOW BID
\$ 1,008,771.00	\$ 784,489.50
% OVER/UNDER EST.	
-22.23 %	

Traffic signal modernization and SCATS installation at 17 locations in Oakland County.

BIDDER	AS-READ	AS-CHECKED	
Harlan Electric Company			
Posen Construction, Inc.	\$ 1,078,120.00	Same	5
Trans Tech Electric, L.P.			
Metropolitan Power & Lighting, Inc.			
John R. Howell, Inc.	\$ 831,750.20	Same	2
Rauhorn Electric, Inc.	\$ 784,489.50	Same	1 **
Kent Power Inc.	\$ 854,256.00	Same	3
U.S. Utility Contractor Co., Inc.	\$ 888,904.16	\$ 888,901.43	4

5 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Purpose/Business Case: The project is for improving air quality and mitigating congestion on a Federal aid route under local jurisdiction. It was selected, through a process outlined in the Transportation Equity Act for the 21st Century, by the local agency regional planning authority and was approved by MDOT and the Federal Highway Administration.

Benefit By awarding this project, the Federal aid highway system is further preserved providing increased economic value and quality of life for the traveling public.

Funding Source: Federal Highway Administration Funds - 100 %

Commitment Level: The contract cost is not fixed. It is based on the engineer=s best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded the Federal funds must be returned to the Federal government for use in another Federal aid project.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations prior to award of the contract, is in violation of Federal regulation and MDOT specifications.

New Project Identification: This project is not for the construction of a new road or bridge.

- 0.98 mi of road reconstruction and widening including pavement removal, earthwork, storm and sanitary sewer installation, cold milling hot mix asphalt surface, hot mix asphalt pavement, retaining wall, concrete curb and gutter, concrete sidewalk, pavement markings, and traffic replacement on Three Mile Road from Walker Avenue to Bristol Avenue in the city of Walker, Kent County.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

City of Walker	\$286,344.05
State Restricted Trunkline Funds	\$470,579.15

PROJECT STL 11075-58053

LOCAL AGRMT. 03-5057

% OVER/UNDER EST.

START DATE - 10 days after award

COMPLETION DATE - 30 working days

8.35 %

4.76 km of bituminous resurfacing, aggregate shoulders, culvert replacements, and intersection and driveway improvements on Paw Paw Lake Road from Coloma Road north to Blatchford Road in Coloma Township, Berrien County.

BIDDER	AS-READ	AS-CHECKED	
Rieth-Riley Construction Co., Inc.	\$ 608,449.05	Same	3
Thompson-McCully Company	\$ 424,622.35	Same	2
Consumers Asphalt Company	\$ 415,515.30	Same	1 **

3 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Purpose/Business Case: The project is for the resurfacing of a Federal aid route under local jurisdiction. This project was selected, through a process outlined in the Transportation Equity Act for the 21st Century, by the local agency regional planning authority and was approved by MDOT and the Federal Highway Administration.

Benefit: By awarding this project, the Federal aid highway system is further preserved providing increased economic value and quality of life for the traveling public.

Funding Source:

Berrien County 20.00 %

Federal Highway Administration Funds 80.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded, the Federal funds must be returned to the Federal government for use in another Federal aid project.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations prior to award of the contract, is in violation of Federal regulation and MDOT specifications.

New Project Identification: This project is not for the construction of a new road or bridge.

164. LETTING OF APRIL 04, 2003
 PROPOSAL 0304032
 PROJECT STU 33403-50204
 LOCAL AGRMT. 02-5554
 START DATE - APRIL 14, 2003
 COMPLETION DATE - 70 working days

ENG. EST.
 \$ 1,640,594.48

LOW BID
 \$ 1,519,841.34

% OVER/UNDER EST.
 -7.36 %

1.38 mi of concrete curb and gutter, hot mix asphalt paving, concrete drive approaches and storm sewer on Dunckel Road from Jolly Road to I-496/US-127 in the city of Lansing, Ingham County.

8.00 % DBE participation required

BIDDER	AS-READ	AS-CHECKED	
Dunigan Brothers, Inc.	\$ 1,618,091.05	Same	5
Kamminga & Roodvoets, Inc.	\$ 1,683,448.33	Same	6
Eastlund Concrete Construction, Inc			
Milbocker and Sons, Inc.	\$ 1,519,841.34	Same	1 **
Fisher Contracting Company			
Mills Excavating	\$ 1,705,143.59	Same	7
L & L Construction Co., Inc.			
Nashville Construction Company	\$ 1,845,755.53	Same	10
C & D Hughes, Inc.	\$ 1,588,996.19	Same	3
E.T. MacKenzie Company	\$ 1,547,736.00	Same	2
Cadwell Brothers Construction	\$ 1,597,289.77	Same	4
Ron Bretz Excavating, Inc.	\$ 1,706,132.83	Same	8
Aggregate Industries-Central Region	\$ 1,782,788.00	Same	9

10 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Purpose/Business Case: The project is for the resurfacing of a Federal aid route under local jurisdiction. It was selected, through a process outlined in the Transportation Equity Act for the 21st Century, by the local agency regional planning authority, and was approved by MDOT and the Federal Highway Administration.

Benefit: By awarding this project, the Federal aid highway system is further preserved providing increased economic value and quality of life for the traveling public.

Funding Source:

Federal Highway Administration Funds 81.85 %
 City of Lansing 18.15 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded the Federal funds must be returned to the Federal government for use in another Federal aid project.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations prior to award of the contract, is in violation of Federal regulation and MDOT specs.

New Project Identification: 60% of the project is new and is funded as follows:

FHWA Funds \$740,010.72
 City of Lansing Funds \$171,894.06

Removal of a single span steel beam bridge, construction of a single span prestressed, post-tensioned concrete box beam bridge and related approach work on 47 Mile Road over Ten Mile Creek in Harris Township, Menominee County.

5 Bidders

Purpose/Business Case: The project is for the replacement of a bridge off the Federal aid system under local jurisdiction. This project was selected, through the critical bridge selection process set under Public Act 51 of 1951.

Funding Source:

Commitment Level: The contract cost is not fixed. It is based on the engineer=s best estimate of probable construction cost. The contract=s final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations prior to award of the contract, is in violation of Federal regulation and MDOT specifications.

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166.	LETTING OF APRIL 04, 2003	ENG. EST.	LOW BID
	PROPOSAL 0304034	\$ 437,394.85	\$ 368,289.63
	PROJECT EDDF 24555-72775		
	LOCAL AGRMT. 03-5095	% OVER/UNDER EST.	
	START DATE - 10 days after award		
	COMPLETION DATE - AUGUST 29, 2003		-15.80 %

1.63 mi of asphalt pavement resurfacing including base crushing and shaping, aggregate base, hot mix asphalt paving, hot mix asphalt curb and gutter, culverts, pavement marking, and turf establishment on Horton Bay Road from Charlevoix county line (Stolt Road) to US-31 in Resort Township, Emmet County.

BIDDER	AS-READ	AS-CHECKED	
Rieth-Riley Construction Co., Inc.			
Fisher Contracting Company			
Payne & Dolan, Inc.	\$ 368,289.63	Same	1 **
M & M Excavating Company, Inc.			
H & D, Inc.	\$ 388,388.65	Same	2

2 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Purpose/Business Case: This project is for the reconstruction of a Federal aid route under local jurisdiction. It was selected, through a process outlined in the Transportation Equity Act for the 21st Century, by the local agency regional planning authority, and was approved by MDOT and the Federal Highway Administration.

Benefit: By awarding this project, the Federal aid highway system is further preserved providing increased economic value and quality of life for the traveling public.

Funding Source:

Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	20.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer=s best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded, the Federal funds must be returned to the Federal government for use in another Federal aid project.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations prior to award of the contract, is in violation of Federal regulation and MDOT specs.

New Project Identification: This project is not for the construction of a new road or bridge.

- 10.00 % DBE participation required

7 Bidders

Shelby Township	\$1,383,312.80
Federal Highway Administration Funds	\$2,569,009.70

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PROPOSAL 0304038 \$ 4,496,996.50 \$ 3,064,867.34
 PROJECT ASTU 50458-53560
 LOCAL AGRMT. 03-5052 % OVER/UNDER EST.
 START DATE - 10 days after award
 COMPLETION DATE - JUNE 15, 2004 -31.85 %

Widen from two lanes to four lanes boulevard on Utica Road
 from Dodge Park to 18 Mile Road, Macomb County.

10.00 % DBE participation required

BIDDER	AS-READ	AS-CHECKED	
Lanzo Construction Company	\$ 3,679,280.40	Same	5
Tony Angelo Cement Construction	\$ 3,581,025.50	Same	3
Thompson-McCully Company			
V.I.L. Construction, Inc.	\$ 3,343,588.75	Same	2
Ajax Paving Industries, Inc.			
John Carlo, Inc.	\$ 3,595,534.76	Same	4
Florence Cement Company			
Angelo Iafrate Construction Company			
Dan's Excavating, Inc	\$ 3,064,867.34	Same	1 **
Posen Construction, Inc.			
ABC Paving Company			
Peake Contracting, Inc.			
Pamar Enterprises, Inc.	\$ 4,262,174.38	Same	8
L. D'Agostini & Sons, Inc.	\$ 3,864,312.37	Same	6
Six-S, Inc.	\$ 4,008,701.04	Same	7
Genoak Construction Company			
Todd T. Kneisel Construction Co.			

8 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Purpose/Business Case: The project is for the resurfacing of a Federal aid route under local jurisdiction. It was selected, through a process outlined in the Transportation Equity Act for the 21st Century, by the local agency regional planning authority, and was approved by MDOT and the Federal Highway Administration.

Benefit: By awarding this project, the Federal aid highway system is further preserved providing increased economic value and quality of life for the traveling public.

Funding Source:

Macomb County	34.85 %
Federal Highway Administration Funds	65.15 %

Commitment Level: The contract cost is not fixed. It is based on the engineer=s best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded the Federal funds must be returned to the Federal government for use in another Federal aid project.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations prior to award of the contract, is in violation of Federal regulation and MDOT specs.

New Project Identification: 50% of the project is new and is funded as follows:

Macomb County	\$534,053.10
Federal Highway Administration Funds	\$998,380.50

169.	LETTING OF APRIL 04, 2003	ENG. EST.	LOW BID
	PROPOSAL 0304044	\$ 1,981,240.45	\$ 1,742,821.56
	PROJECT EDC 41544-56381		

LOCAL AGRMT. 03-5094 % OVER/UNDER EST.
 START DATE - 10 days after award
 COMPLETION DATE - OCTOBER 18, 2003 -12.03 %

0.86 mi of road reconstruction including cold milling, pavement removal, earthwork, hot mix asphalt pavement, concrete curb and gutter, storm sewer, drainage structures, concrete sidewalk, permanent pavement marking and restoration on Cascade Road from Forest Hill Avenue to Spaulding Avenue in Grand Rapids and Ada Townships, Kent County.

BIDDER	AS-READ	AS-CHECKED	
Kamminga & Roodvoets, Inc.	\$ 1,895,830.66	Same	4
Maclean Construction Company			
Milbocker and Sons, Inc.	\$ 1,742,821.56	Same	1 **
Dykema Excavators, Inc.	\$ 1,886,083.52	Same	3
Nagel Construction, Inc.	\$ 2,002,628.84	Same	8
Wyoming Excavators, Inc.	\$ 2,121,634.40	Same	9
Nashville Construction Company	\$ 1,874,474.66	Same	2
E.T. MacKenzie Company			
Diversco Construction Company	\$ 1,922,956.26	Same	5
Schippers Excavating, Inc	\$ 1,997,314.90	Same	7
Bernie Johnson Trucking, Inc.			
Kentwood Excavating, Inc.	\$ 1,927,239.35	Same	6

9 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Purpose/Business Case: This project is for traffic congestion mitigation on roads in an urban county under local jurisdiction. It was selected through a process outlined in the Transportation Equity Act for the 21st Century by the local agency regional planning authority, and was approved by MDOT and the Federal Highway Administration.

Benefit: By awarding this project, the Federal Aid Highway system is further preserved. A benefit for the traveling public, providing increased economic interest and quality of life for the people of Michigan.

Funding Source:

Kent County 22.05 %
 State Restricted Trunkline Funds 77.95 %

Commitment Level: The contract cost is not fixed. It is based on the engineer=s best estimate of probable construction cost. The contract=s final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded, the State would have to use Federal funds, in-turn, this project would take precedence over other projects on the Transportation Improvement Plan.

Cost Reduction: This is a construction contract where the low bidder is awarded the project. Any negotiations prior to award of the contract is in violation of Federal regulation and MDOT specs.

New Project Identification: This project is not for the construction of a new road or bridge.

170. LETTING OF APRIL 04, 2003 ENG. EST. LOW BID
 PROPOSAL 0304046 \$ 624,227.40 \$ 527,709.78
 PROJECT STL 21038-73425
 LOCAL AGRMT. 03-5077 % OVER/UNDER EST.
 START DATE - 10 days after award
 COMPLETION DATE - OCTOBER 01, 2003 -15.46 %

*Denotes a non-standard contract/amendment

6.3 mi of hot mix asphalt restoration and rehabilitation including hot mix asphalt base crushing and shaping, hot mix asphalt surfacing, aggregate base conditioning, aggregate base, intersection and drive approach improvements and aggregate shoulders, on County Road 483 from M-183 south to Fairport, on County Road 436 from east of M-183 westerly, on County Road 438 from County Road 483 westerly in Fairbanks and Garden Townships, Delta County.

BIDDER	AS-READ	AS-CHECKED	
Bacco Construction Company	\$ 572,374.70	Same	2
Payne & Dolan, Inc.	\$ 527,709.78	Same	1 **

2 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Purpose/Business Case: The project is for the resurfacing of a Federal aid route under local jurisdiction. This project was selected, through a process outlined in the Transportation Equity Act for the 21st Century, by the local agency regional planning authority and was approved by MDOT and the Federal Highway Administration.

Benefit: By awarding this project, the Federal aid highway system is further preserved providing increased economic value and quality of life for the traveling public.

Funding Source:

Delta County	28.19 %
Federal Highway Administration Funds	71.81 %

Commitment Level: The contract cost is not fixed. It is based on the engineer=s best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded, the Federal funds will have to be returned to the Federal government for use in another Federal aid project.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations prior to award of the contract, is in violation of Federal regulation and MDOT specifications.

New Project Identification: This project is not for the construction of a new road or bridge.

172. LETTING OF APRIL 04, 2003
 PROPOSAL 0304048
 PROJECT BRO 32023-59707
 LOCAL AGRMT. 03-5073
 START DATE - 10 days after award
 COMPLETION DATE - AUGUST 30, 2003

ENG. EST. \$ 1,114,607.35
 LOW BID \$ 1,056,201.50
 % OVER/UNDER EST. -5.24 %

Removal of a single span steel girder bridge, construction of a single span prestressed, post-tensioned concrete box beam bridge and related approach work on Center Street bridge over Sebewaing River in the village of Sebewaing, Sebewaing Township, Huron County.

5.00 % DBE participation required

BIDDER	AS-READ	AS-CHECKED	
C.A. Hull Co., Inc.	\$ 1,282,194.61	Same	6
L. W. Lamb, Inc.			
J. Slagter & Son Construction Co			
S. L. & H. Contractors, Inc.			
Midwest Bridge Company	\$ 1,240,144.60	Same	4
Fisher Contracting Company			
Angelo Iafrate Construction Company			
Dan's Excavating, Inc			
C.R. Hunt Construction Co.			
McDowell Construction , L.L.C.			
Gerace Construction Company. Inc	\$ 1,221,084.49	Same	3
Posen Construction, Inc.			
Walter Toebe Construction Co.	\$ 1,248,901.34	Same	5
Anlaan Corporation	\$ 1,147,789.24	Same	2
Prince Bridge & Marine, LTD.	\$ 1,056,201.50	Same	1 **
J.E. Kloote Contracting, Inc.			

6 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Purpose/Business Case: The project is for the replacement of a bridge off the Federal aid system under local jurisdiction. This project was selected, through the critical bridge selection process set under Public Act 51 of 1951.

Benefit: By awarding this project, the Federal aid highway system is further preserved providing increased economic value and quality of life for the traveling public.

Funding Source:

Federal Highway Administration Funds	79.87 %
Village of Sebewaing	5.16 %
State Restricted Trunkline Funds	14.97 %

Commitment Level: The contract cost is not fixed. It is based on the engineer=s best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: State Critical Bridge Funds are required to be allocated for local bridge projects within Michigan. If the project is not awarded, the funds would be required by law to be applied to another local critical bridge project. If the project is not awarded, there is a possibility that the bridge will deteriorate further and will impact vehicular traffic to the point of restricting emergency services.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations prior to award of the contract, is in violation of Federal regulation and MDOT specifications.

New Project Identification: This project is not for the construction of a new bridge where one did not exist before.

173. LETTING OF APRIL 04, 2003
 PROPOSAL 0304049
 PROJECT STUL 24451-58575
 LOCAL AGRMT. 03-5085
 START DATE - 10 days after award
 COMPLETION DATE - AUGUST 01, 2003

ENG. EST. \$ 785,825.25
 LOW BID \$ 647,700.47
 % OVER/UNDER EST. -17.58 %

0.415 mi of roadway reconstruction including earthwork, hot mix asphalt base crushing and shaping, aggregate base, hot mix asphalt pavement, concrete curb and gutter, storm sewer, watermain, sanitary sewer, railroad reconstruction, bridge deck repairs, and restoration on Standish Avenue from River Road to Bear River bridge, in the city of Petoskey, Emmet County.

7.00 % DBE participation required

BIDDER	AS-READ	AS-CHECKED	
Bacco Construction Company			
Rieth-Riley Construction Co., Inc.			
Midwest Bridge Company			
Payne & Dolan, Inc.	\$ 647,700.47	Same	1 **
M & M Excavating Company, Inc.			
H & D, Inc.	\$ 667,789.35	Same	2
Manigg Enterprises, Inc.			
Prince Bridge & Marine, LTD.			

2 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Purpose/Business Case: The project is for the resurfacing of a Federal aid route under local jurisdiction. It was selected, through a process outlined in the Transportation Equity Act for the 21st Century, by the local agency regional planning authority, and was approved by MDOT and the Federal Highway Administration.

Benefit: By awarding this project, the Federal aid highway system is further preserved providing increased economic value and quality of life for the traveling public.

Funding Source:

Federal Highway Administration Funds	55.01 %
City of Petoskey	44.99 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded the Federal funds must be returned to the Federal government for use in another Federal aid project.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations prior to award of the contract, is in violation of Federal regulation and MDOT specs.

New Project Identification: This project is not for the construction of a new road or bridge.

174. LETTING OF APRIL 04, 2003
 PROPOSAL 0304050
 PROJECT STH 03609-73594
 LOCAL AGRMT. 03-5070
 START DATE - JUNE 16, 2003
 COMPLETION DATE - SEPTEMBER 19, 2003

ENG. EST. \$ 301,367.00
 LOW BID \$ 234,662.23
 % OVER/UNDER EST. -22.13 %

0.30 mi of reconstruction including vertical curve improvements, minor widening, hot mix asphalt surfacing, drainage improvements, water main extension, and clear zone improvements on 133rd Avenue from Wildcat Drive to city water tower access road in the city of Wayland, Allegan County.

BIDDER	AS-READ	AS-CHECKED	
Kamminga & Roodvoets, Inc.	\$ 255,248.05	Same	3
Milbocker and Sons, Inc.			
Dykema Excavators, Inc.			
Nagel Construction, Inc.	\$ 266,760.00	Same	5
Peters Construction Co.			
Kalin Construction Co., Inc.	\$ 242,029.54	Same	2
Wyoming Excavators, Inc.	\$ 270,744.00	Same	6
Nashville Construction Company	\$ 295,234.20	Same	10
Brenner Excavating, Inc.	\$ 273,213.25	Same	7
Northern Construction Services			
Diversco Construction Company	\$ 314,282.25	Same	11
Schippers Excavating, Inc	\$ 281,016.00	Same	8
James L. Milbocker, Inc.	\$ 234,662.23	Same	1 **
Balkema Excavating, Inc.			
Kentwood Excavating, Inc.	\$ 284,230.00	Same	9
Robert Bailey Contractors, Inc.			
Triangle Excavators, Inc.	\$ 260,410.00	Same	4

11 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Purpose/Business Case: The project is for construction on a route under local jurisdiction to eliminate and/or mitigate safety hazards. This project was selected, through a process outlined in the Transportation Equity Act for the 21st Century, by MDOT Local Agency Programs and approved by the Federal Highway Administration.

Benefit: By awarding this project, the Federal aid highway system is further preserved providing increased economic value and quality of life for the traveling public.

Funding Source:

Federal Highway Administration Funds	61.30 %
City of Wayland	38.70 %

Commitment Level: The contract cost is not fixed. It is based on the engineer=s best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded, the Federal funds must be returned to the Federal government for use in another Federal aid project. Once this project was selected for funding, MDOT may be held liable for not awarding the contract thus improving safety.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations prior to award of the contract, is in violation of Federal regulation and MDOT specifications.

New Project Identification: This project is not for the construction of a new road or bridge.

175. LETTING OF APRIL 04, 2003
 PROPOSAL 0304055
 PROJECT STU 82457-56174, ETC
 LOCAL AGRMT. 03-5092
 START DATE - 10 days after award
 COMPLETION DATE - 100 working days

ENG. EST. \$ 4,902,640.00
 LOW BID \$ 3,722,187.27
 % OVER/UNDER EST. -24.08 %

3.214 km of concrete base course with integral concrete curb widening, bituminous resurfacing with pavement rehabilitation, concrete pavement boulevard reconstruction, concrete pavement repair, concrete curb cap repair, drainage structures, bituminous bicycle path, watermain lowering and freeway ramp widening, with other improvements on Beck Road from M-14 freeway to Six Mile Road, along with ramp improvements to the ramp termini tie in to Beck Road, on M-14 at the westbound off ramp to Beck Road, in Plymouth Township, Wayne County.

10.00 % DBE participation required

BIDDER	AS-READ	AS-CHECKED	
Lanzo Construction Company	\$ 4,265,880.86	Same	7
Tony Angelo Cement Construction	\$ 3,775,897.73	Same	2
Peter A. Basile Sons, Inc.	\$ 3,722,187.27	Same	1 **
Ajax Paving Industries, Inc.	\$ 4,439,819.08	Same	8
John Carlo, Inc.	\$ 4,641,280.01	Same	10
Florence Cement Company	\$ 4,008,664.44	Same	5
Angelo Iafrate Construction Company	\$ 4,452,968.26	Same	9
Dan's Excavating, Inc	\$ 3,997,298.46	Same	4
W.P.M. Inc.			
Sunset Excavating, Inc.	\$ 3,834,386.80	Same	3
ABC Paving Company			
L. D'Agostini & Sons, Inc.			
Six-S, Inc.	\$ 4,075,746.48	Same	6
Waterland Trucking Service, Inc.			
Todd T. Kneisel Construction Co.			

10 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Purpose/Business Case: The project is for the resurfacing of a Federal aid route under local jurisdiction. It was selected, through a process outlined in the Transportation Equity Act for the 21st Century, by the local agency regional planning authority, and was approved by MDOT and the Federal Highway Administration.

Benefit: By awarding this project, the Federal aid highway system is further preserved providing increased economic value and quality of life for the traveling public.

Funding Source:

56174A	
Wayne County	18.87 %
Federal Highway Administration Funds	81.13 %
74465A	
Federal Highway Administration Funds	81.85 %
State Restricted Trunkline Funds	18.15 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded the Federal funds must be returned to the Federal government for use in another Federal aid project.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations prior to award of the contract, is in violation of Federal regulation and MDOT specs.

New Project Identification: 35% of the project is new and is funded as follows:

Wayne County	\$ 245,831.75
Federal Highway Administration Funds	\$1,056,933.30

REAL ESTATE PROJECTS

176.	LETTING OF APRIL 04, 2003	ENG. EST.	LOW BID
	PROPOSAL 0304057	\$ 144,900.00	\$ 99,700.00
	PROJECT M 29011-46268B07		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - DECEMBER 31, 2004		-31.19 %

Demolition of department owned real estate parcels in Gratiot County.

BIDDER	AS-READ	AS-CHECKED	
Bierlein Companies, Inc.	\$ 123,700.00	Same	7
Fisher Contracting Company			
Pitsch Wrecking Company	\$ 103,500.00	Same	2
Homrich, Inc.	\$ 114,425.00	Same	4
Rohde Brothers Excavating, Inc.	\$ 121,450.00	Same	6
E.T. MacKenzie Company	\$ 134,600.00	Same	8
Crawford Contracting, Inc.			
North American Dismantling	\$ 107,200.00	Same	3
Adamo Demolition Company			
Shaw Contracting/CRS	\$ 118,700.00	Same	5
Central Michigan Contracting, Inc.	\$ 99,700.00	Same	1 **

8 Bidders

Purpose/Business Case: Demolition of building improvements located on acquired State land. The property was acquired in accordance with Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended.

Benefit: MDOT does not have the personnel or equipment necessary to conduct building demolition; it is more cost effective to let this type of work.

Funding Source: State Restricted Trunkline Funds - 100%. M-funding. However, it is federal eligible and can be converted to federal project status.

Commitment Level: The successful bidder on this project is determined by low bid.

Risk Assessment: This project eliminates the need to spend money maintaining vacant building improvements. Some of the buildings have been vandalized; therefore, leaving the buildings in place creates unnecessary liability for MDOT.

Cost Reduction: Bid process was used to arrive at low bid. Once the improvements are removed maintenance will not be necessary.

New Project Identification: Building demolition is the last phase in the land acquisition process.

177. LETTING OF APRIL 04, 2003
 PROPOSAL 0304060
 PROJECT M 39042-48550B01
 LOCAL AGRMT.
 START DATE - AUGUST 08, 2003
 COMPLETION DATE - SEPTEMBER 20, 2003

ENG. EST.
 \$ 24,300.00

LOW BID
 \$ 14,800.00

% OVER/UNDER EST.
 -39.09 %

Demolition of Department owned real estate parcels in area
 of M-96, city of Galesburg, Kalamazoo County.

BIDDER	AS-READ	AS-CHECKED	
Bierlein Companies, Inc.	\$ 18,600.00	Same	4
Pitsch Wrecking Company	\$ 16,500.00	Same	3
Homrich, Inc.	\$ 15,200.00	\$ 64,700.00	2
E.T. MacKenzie Company	\$ 14,800.00	Same	1 **
North American Dismantling	\$ 22,000.00	Same	5
Balkema Excavating, Inc.			
Shaw Contracting/CRS			

5 Bidders

Purpose: Demolition of building located on acquired MDOT land. The property was acquired for a clear vision/safety area.

Benefit: MDOT does not have the personnel or equipment necessary to conduct a building demolition, therefore, it is more effective to let this type of work.

Funding Source: State Restricted Trunkline Funds - 100 %

Commitment Level: The successful bidder on this project is determined by low bid.

Risk Assessment: The improvement purchased (2-story house) is in disrepair and is, or will become, a hazard. It is subject to vandalism.

Cost Reduction: Once the improvements are removed, maintenance and security will not be necessary. If the improvements remain, security measurements will need to be in place.

New Project Identification: Building Demolition is the last phase in the land acquisition process.

TRANSPORTATION PLANNING PROJECTS

178. LETTING OF APRIL 04, 2003
 PROPOSAL 0304054
 PROJECT BT01 82022-58150, ETC
 LOCAL AGRMT.
 START DATE - 10 days after award
 COMPLETION DATE - OCTOBER 20, 2003

ENG. EST.	LOW BID
\$ 5,382,164.73	\$ 4,433,223.18
% OVER/UNDER EST.	
-17.63 %	

1.3 mi of interchange reconstruction, roadway
 realignment, and drainage on the I-94 access
 road between I-94 and Schaefer Road in the city
 of Dearborn, Wayne County.

BIDDER	AS-READ	AS-CHECKED	
De Angelis Landscape, Inc.	\$ 4,944,970.00	Same	5
Lanzo Construction Company	\$ 5,152,946.36	Same	7
Tony Angelo Cement Construction			
Peter A. Basile Sons, Inc.			
Ajax Paving Industries, Inc.	\$ 4,465,312.55	Same	2
John Carlo, Inc.	\$ 5,083,387.08	Same	6
Florence Cement Company			
Angelo Iafrate Construction Company	\$ 4,682,458.56	Same	3
Dan's Excavating, Inc	\$ 4,433,223.18	Same	1 **
W.P.M. Inc.			
Sunset Excavating, Inc.			
Gerace Construction Company. Inc			
L. D'Agostini & Sons, Inc.			
Six-S, Inc.	\$ 4,686,354.89	Same	4
Todd T. Kneisel Construction Co.			

7 Bidders

Purpose/Business Case: Extend the life of the pavement and bridge, and increase the safety and operation of the interchange.

Benefit: Improved ride, safety, long- and short-term maintenance costs

Funding Source:

58150A

City of Dearborn	10.93 %
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State Restricted Trunkline Funds	89.07 %
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74283A

City of Dearborn	12.50 %
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State Restricted Trunkline Funds	87.50 %
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Commitment Level: This project is part of the freeway modernization of I-94. This project has been discussed with the Ford Motor Company and the City of Dearborn. It is vital to the safe operation of the interchange and economic viability of the Ford Motor Company, Rouge River plant.

Risk Assessment: Higher maintenance costs, safety issues, operational issues and trust of MDOT's future commitments.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations prior to award of the contract are in violation of Federal regulation and MDOT specifications.

New Project Identification: This project addresses the preservation and modernization of the interchange and freeway at this location.

UPTRAN PROJECTS

179. LETTING OF APRIL 04, 2003	ENG. EST.	LOW BID
PROPOSAL 0304056	\$ 160,400.00	\$ 148,420.00
PROJECT AO 84903-74405		
LOCAL AGRMT.		% OVER/UNDER EST.
START DATE - MAY 27, 2003		
COMPLETION DATE - AUGUST 29, 2003		-7.47 %

Railroad chemical ballast and brush spray of the main trackage, side tracks, and railroad yards of the Department of Transportation trackage in 22 counties of the lower peninsula.

BIDDER	AS-READ	AS-CHECKED	
Fisher Contracting Company			
Chemi-Trol Chemical Co.	\$ 187,300.00	Same	2
Tri-Valley Landscaping, Inc.			
Deangelo Bros.	\$ 148,420.00	Same	1 **

2 Bidders

Purpose/Business Case: The railroad chemical ballast and brush spray program preserves the service life and enhances safety on State-owned railways through a planned strategy of cost-effective vegetation control.

Benefit: The chemical treatment of weeds and brush enhances safety by improving sight distance at grade crossings; chemically controls the growth of vegetation that deteriorates the track structure; and hinders train operation.

Funding Source: State Restricted Trunkline Funds - 100 %

Commitment Level: The contract's final cost will be based on actual quantities and unit bid prices. Even though the contract cost is not fixed, cost containment practices and past experience will keep cost at or below bid amount.

Risk Assessment: There is a greater risk of accidents at grade crossing if work is not performed.

Cost Reduction: Lower maintenance costs when compared to mechanical means to accomplish the same work.

New Project Identification: Maintenance

EXTRAS

180. **Item Number 2003 - 19**

Control Section/Job Number: 06072 – 49228A

MDOT Project

Contractor: M & M Excavating Company, Inc.
8035 Old State Road
Gaylord, Michigan 49735

Designed by: Consultant
Engineer's Estimate: \$6,358,972.23

Description of Project:

8.864 km of roadway widening from two to four lanes, coldmilling and resurfacing, joint repairs, weigh-in-motion scale, and one structure replacement, on US-23 from east of Standish northeasterly to west of Omer in Lincoln, Standish, Deep River, and Arenac Townships, Arenac.

Administrative Board Approval Date	February 6, 2001	
Contract Date	February 28, 2001	
Original Contract Amount	\$6,292,673.05	
Total of Overruns/Changes (Approved to Date)	940,893.17	+ 14.95 %
Total of Extras and		
Adjustments (Approved to Date)	254,715.71	+ 4.05 %
THIS REQUEST	<u>106,040.18</u>	+ <u>1.68</u> %
Revised Total	<u>\$7,594,322.11</u>	+ 20.68 %

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 19.00 % over the original budget for an **Authorized to Date Amount** of \$7,488,281.93.

Approval of this extra will place the authorized status of the contract 20.68 % over (+\$1,301,649.06) the **Original Budget**.

Extras Previously Approved by Administrative Board: None

Contract Modification Number(s): 34

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

Traffic Control Adjustment	106,040.18 dlrs @ \$1.00/dlrs	<u>\$ 106,040.18</u>
Total		<u>\$ 106,040.18</u>

Reason(s) for Extras/Adjustments:

Reason for the pay item above: this request is to pay the contractor the amount of funding they were entitled to per the 1996 Standard Specification for Construction. There was an extension of time granted to the contractor in which to complete his work. The traffic control items were necessary during this time. The contractor is eligible for reimbursement for this extra time period.

FHWA 81.85, State Restricted Trunkline Funds, 18.15 %
Funding Percentages For This Job

Section 103.04 - **EXTRA WORK** - of the 1996 Standard Specifications for Highway Construction was interpreted to authorize payment for this extra work.

This Extra was recommended for approval by the State Transportation Commission at its April 24, 2003, meeting, and is now recommended for approval by the State Administrative Board.

Purpose/Business Case: This request is to compensate the contractor for the additional time traffic control measures that were needed, due to the extension of time in the contract.

Benefit: The motoring public, driving through this particular construction zone, benefits in having the standard safety measures in place.

Funding Source: 81.85% FHWA; 18.15% State Restricted Trunkline Funds.

Commitment Level: The original contract cost is fixed. The increase in traffic control item-prices are negotiated, based on other items included in the contract originally.

Risk Assessment: The risks associated with not putting these items in place is additional traffic accidents, resulting in a higher incidence of litigation citing inadequate or substandard traffic control in a work zone.

Cost Reduction: The lowest possible price has been negotiated.

New Project Identification: This is an existing project already under contract.

181. **Item Number 2003 - 20**

Control Section/Job Number: 82457 – 53662A

Local Agency Project

Contractor E. C. Korneffel Company
 2691 Veterans Parkway
 Trenton, Michigan 48183

Designed by: Local Agency
Engineer's Estimate: \$2,018,426.50

Description of Project:

Bituminous resurfacing, concrete pavement reconstruction and bridge rehabilitation on Allen Road from Oakwood Boulevard to Greenfield Road and on Greenfield Road to DTI Railroad, including B01 of 82-22-35 over Rouge River in Wayne County.

Administrative Board Approval Date	November 6, 2001	
Contract Date	December 12, 2001	
Original Contract Amount	\$1,954,768.97	
Total of Overruns/Changes (Approved to Date)	0.00	+ 00.00 %
Total of Extras and Adjustments (Approved to Date)	245,318.48	+ 12.55 %
THIS REQUEST	<u>83,252.18</u>	+ <u>04.26</u> %
Revised Total	<u>\$2,283,339.63</u>	+ 16.81 %

SUMMARY:

The total of all Extras and Overruns approved to date, before this request, places this contract 12.55 % over the original budget for an Authorized to Date Amount of \$2,200,087.45.

Approval of this extra will place the authorized status of the contract 16.81 % over (+\$328,570.66) the Original Budget.

Extras Previously Approved by Administrative Board: Item No. 114 of November 5, 2002, State Administrative Board Agenda (Our item 2002-52, Contract Modification 2, r.4 in the amount of \$200,000.00)

Contract Modification Number(s): 4, r.3.

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

Repair Deteriorated Bridge	1.0 LS @ \$ 83,252.18/LS	<u>\$ 83,252.18</u>
Deck Phase 2 Extra		
Total		<u>\$ 83,252.18</u>

Reasons for Extras/Adjustments:

Reason for the above item: this extra item was need to compensate the contractor for labor material, and equipment charges incurred to repair the bridge deck. This work was not originally considered in the design phase, but was deemed necessary once construction began. The costs are documented in the force account attachments.

FHWA, 81.55 %; Wayne County Road Commission, 18.45 % **Funding Percentages For This Job**

Section 103.04 - **EXTRA WORK** - of the 1996 Standard Specifications for Highway Construction was interpreted to authorize payment for this extra work.

This Extra was recommended for approval by the State Transportation Commission at its April 24, 2003, meeting, and is now recommended for approval by the State Administrative Board.

Purpose/Business Case: This is a reimbursement to the contractor for labor, material, and equipment usage not originally set up in the contract.

Benefit: The public will not be inconvenienced by another construction project at a later date. This work will be done under this contract modification.

Funding Source: 81.55% FHWA; 18.45% Wayne County Road Commission

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: If the bridge decks are not repaired, the potential exists for portions of the deck falling into traffic with the concomitant risk and costs of litigation. Legal precedent requires that the Michigan Department of Transportation take all measures necessary to protect the motoring public.

Cost Reduction: Costs for labor are governed by State and Federal statutes. Material costs are from statistical data inventories. Equipment rental rates are from national averages.

New Project Identification: This is an existing project already under contract.

182. **Item Number 2003 - 21**

Control Section/Job Number: 25450 – 50099A

Local Agency Project

Contractor: Zito Construction
8033 Fenton Road
Grand Blanc, Michigan 48439-8998

Designed by: Consultant
Engineer's Estimate: \$1,558,419.50

Description of Project:

Cold milling and resurfacing on E. South Holly from Adelaide to Fenton city limits in the city of Fenton, Genesee County.

Administrative Board Approval Date	August 20, 2002	
Contract Date	September 16, 2002	
Original Contract Amount	\$1,344,646.23	
Total of Overruns/Changes (Approved to Date)	27,401.00	+ 02.04 %
Total of Extras and Adjustments (Approved to Date)	312,004.00	+ 23.20 %
THIS REQUEST	<u>85,500.00</u>	+ <u>06.36</u> %
Revised Total	<u>1,769,551.23</u>	+ 31.60 %

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 25.24 % over the original budget for an **Authorized to Date Amount** of \$1,684,051.23.

Approval of this extra will place the authorized status of the contract 31.60 % over (+\$424,905.00) the **Original Budget**.

Extras Previously Approved by Administrative Board: Item No. 93 of the February 4, 2003, State Administrative Board Agenda, (Cont. Mod 1, r.2, in the amount of \$286,170.00).

Contract Modification Number(s): 5

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

Water main sand, trench backfill	1,710.000 m @ \$ 50.00/m	<u>\$ 85,500.00</u>
Total		<u>\$ 85,500.00</u>

Reasons for Extras/Adjustments:

Reason for the above item: the above item was added during the October 3, 2002, progress meeting. A design revision to include the 'non-participating' water main was issued. Due to the location of the existing private utility (Ameritech) the installation of the water main was relocated further out into the roadway, thus requiring additional sand back fill within the trench construction as required by the close proximity of the roadway. The water main item will be paid for entirely by the City of Fenton.

FHWA, 53.56 %; City of Fenton, 46.44 %
Funding Percentages For This Job

Section 103.04 - **EXTRA WORK** - of the 1996 Standard Specifications for Highway Construction was interpreted to authorize payment for this extra work.

This Extra was recommended for approval by the State Transportation Commission at its April 24, 2003, meeting, and is now recommended for approval by the State Administrative Board.

Purpose/Business Case: This request adds water main work to the original contract.

Benefit: This extra work can be done at a substantial saving since it will be done as a contract rider to our contract. The benefits accrue to both the residents in this locale and to all taxpayers.

Funding Source: FHWA, 53.56%; City of Fenton, 46.44%

Commitment Level: There is a commitment to work in conjunction with other governmental bodies to allow the maximum benefit for the use of our respective budgets.

Risk Assessment: The City of Fenton will have to obtain a separate contract for doing this work at a higher cost. There is also additional public inconvenience due to dual construction activities, which may or may not occur concurrently.

Cost Reduction: This request bears no cost to the state. This request will be paid entirely by the City of Fenton, Michigan.

New Project Identification: This is not a new project. It is an existing project already under contract.

183. **Item Number 2003 - 22**

Control Section/Job Number: 82112-55746A

MDOT Project

Contractor: Kelcris Corporation
3416 Corwin Road
Williamston, Michigan 48895

Designed by: MDOT
Engineer's Estimate: \$2,389,481.37

Description of Project:

4.20 km of concrete pavement repair and bituminous ramp resurfacing, on M-10 from Meyers Road northerly to south of M-102, in the city of Detroit, Wayne County.

Administrative Board Approval Date	April 2, 2002	
Contract Date	July 29, 2003	
Original Contract Amount	\$2,639,116.82	
Total of Overruns/Changes (Approved to Date)	119,961.59	+ 4.54 %
Total of Extras and Adjustments (Approved to Date)	8,236.50	+ 0.31 %
THIS REQUEST	<u>310,304.86</u>	+ <u>11.76 %</u>
Revised Total	<u>\$3,077,619.77</u>	+ 16.61 %

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 4.85 % over the original budget for an **Authorized to Date Amount** of \$2,767,314.91.

Approval of this extra will place the authorized status of the contract 16.61 % over (+\$438,502.95) the **Original Budget**.

Extras Previously Approved by Administrative Board: None

Contract Modification Number(s): 4, r.3

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

Construction Joint ERG	337.46 m @ \$ 28.85/m	9,735.72
Glare Screen Removal	146.64 m @ \$ 23.87/m	3,500.30
Adjust for Non-Chloride Accelerator	21,252.004 L @ \$13.95/L	296,465.46
Expansion Joint E2	16.09 m @ \$37.50/m	<u>603.38</u>
Total		<u>\$310,304.86</u>

Reasons for Extras/Adjustments:

The first item was inadvertently omitted in the design phase, but is required per concrete patching specification. The unit price was negotiated with the contractor and is in line with average unit prices.

The second item was inadvertently omitted in the design phase, but is required because “glare screen concrete” was originally set up in the contract and was required to be used.

The third item was needed because design did not calculate the required quantity correctly, thus the original contract quantity of 250 liters was much less than the actual amount required (21,252 liters). The engineer was able to negotiate a new unit price (\$13.95) for this item. Due to the drastic quantity increase, an additional item was set up (included in this contract modification) that reflects the new unit prices and final quantity.

The fourth item was inadvertently omitted in the design phase, but is required per concrete patching specifications. The unit price was negotiated with the contractor and is in line with average unit prices.

FHWA, 79.41 %; State Restricted Trunkline, 20.59 %
Funding Percentages For This Job

Section 103.04 - **EXTRA WORK** - of the 1996 Standard Specifications for Highway Construction was interpreted to authorize payment for this extra work.

This Extra was recommended for approval by the State Transportation Commission at its April 24, 2003, meeting, and is now recommended for approval by the State Administrative Board.

Purpose/Business Case: The items in this extra were omitted from the original contract, but are necessary to properly compete the project.

Benefit: The Michigan Department of Transportation is able to construct a project that will have the optimum benefit to the Public.

Funding Source: FHWA, 79.41%; State Restricted Trunkline, 20.59%.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: Rejecting this recommendation for approval will mean this project will not perform in the manner in which it was originally intended, resulting in compromising the safety of the motoring public.

Cost Reduction: The lowest rates possible have been negotiated for this extra.

New Project Identification: This is an existing project already under contract.

184. **Item Number 2003 – 23**

Control Section/Job Number: 25032 – 45899A

MDOT Project

Contractor: Dan's Excavating, Inc.
12955 23 Mile Road
Shelby Township, Michigan 48315

Designed by: MDOT

Engineer's Estimate: \$33,857,300.83

Description of Project:

8.952 km of concrete freeway reconstruction and widening, and rehabilitation of six (6) structures on I-75, from I-475 northerly to M-57, in Mt. Morris and Vienna Townships, Genesee County.

Administrative Board Approval Date	March 19, 2002	
Contract Date	April 10, 2002	
Original Contract Amount	\$33,451,816.81	
Total Changes/Overruns (Approved to Date)	591,592.34	+ 1.77 %
Total Extras/Adjustments (Approved to Date)	1,441,775.30	+ 4.31 %
THIS REQUEST	<u>1,350,072.50</u>	+ <u>4.04</u> %
Revised Total	<u>\$36,835,256.95</u>	+ 10.12 %

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 6.08 % over the original budget for an **Authorized to Date Amount** of \$35,485,184.45.

Approval of this extra will place the authorized status of the contract 10.12 % over (+ \$3,383,440.11) the **Original Budget**.

Extras Previously Approved by Administrative Board: None

Contract Modification Number(s): 21, r. 1

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

Moveable Conc. Traffic Barrier, Operated	10,486.00 m @ \$ 98.75/m	\$1,035,492.50
Moveable Conc. Traffic Barrier, Relocated	10,486.00 m @ \$ 30.00/m	<u>\$ 314,580.00</u>
Total		<u>\$1,350,072.50</u>

Reasons for Extra(s)/Adjustment(s):

Reason for the above items: the item "Moveable concrete traffic barrier" is a new item being utilized by MDOT. All of the parties responsible for ensuring completeness of the items necessary for work overlooked the pay items of operating and relocating the moveable concrete traffic barrier. The Extra above was necessary to pay for the lateral movement of the barrier and the storage of the moveable concrete traffic barrier during the winter of 2002-2003.

The second item was necessary to pay for the placement of the wall on the newly reconstructed southbound roadway for the 2003 construction season. This precedes the construction of the northbound roadway. The costs were negotiated with the contractor by the Davison Transportation Service Center.

FHWA, 80 %; State Restricted Trunkline Funds, 20 %
Funding Percentages for This Job

Section 103.4 – **EXTRA WORK** – of the 1996 Standard Specifications for Highway Construction was interpreted to authorize payment for this extra work.

This Extra was recommended for approval by the State Transportation Commission at its April 24, 2003, meeting, and is now recommended for approval by the State Administrative Board.

Purpose/Business Case: This extra makes payment provision for operating and relocating the moveable concrete barrier that is part of the original contract.

Benefit: The switching of the barrier from the edge of one lane to the edge of another lane allows for the alternating direction of public traffic to occur during the construction phase of the project.

Funding Source: FHWA, 80%; State Restricted Trunkline, 20%.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: The location of this project has an extremely large traffic volume. Switching of traffic lane travel directions allows freer movement through the influence area of the construction zone during the varying directional volumes of traffic. The benefits of this option to the users of the road are incalculable.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this extra.

New Project Identification: This is an existing contract already under contract.

185. **Item Number 2003 - 24**

Control Section/Job Number: 82900 – 52295B MDOT Project

Contractor: Adamo Demolition Company
300 East Seven Mile Road
Detroit, Michigan 48203

Designed by: Local Agency

Engineer's Estimate: \$ 386, 090.00

Description of Project:

Demolition of Buildings Parcel 104 through Parcel 107 and Parcel Alley, in the city of Detroit, Wayne County.

Administrative Board Approval Date	January 3, 2001	
Contract Date	January 16, 2002	
Original Contract Amount	\$386,090.00	
Total Changes/Overruns (Approved to Date)	0.00	+ 0.00 %
Total Extras/Adjustments (Approved to Date)	33,436.00	+ 8.66 %
THIS REQUEST	<u>246,367.96</u>	+ <u>63.81</u> %
Revised Total	<u>\$ 665,893.96</u>	+ 72.47 %

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 8.66 % over the original budget for an **Authorized to Date Amount** of \$419,526.00.

Approval of this extra will place the authorized status of the contract 72.47 % over (+ \$279,803.96) the **Original Budget**.

Extras Previously Approved by Administrative Board: None

Contract Modification Number(s): 2; 3, r2; 4, r.1; 5.

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

Removal of Asbestos Containing Material (ACM) Windows	763.00 EACH @ \$180.00/ EACH	137,340.00
Misc. Removal and Backfilling of Existing Building Foundation, Footings	38,860.00 DLRS @ \$ 1.00/ DLRS	38,860.00
Misc. Additional Asbestos Removal and Disposal – Non-Contract Items	16,290.00 DLRS @ \$ 1.00/ DLRS	16,290.00
Misc. Additional Asbestos Removal and Disposal – Original Contract Items	52,949.05 DLRS @ \$ 1.00/ DLRS	52,949.05
Misc. Reimbursable Utility Costs	928.91 DLRS @ \$ 1.00/ DLRS	<u>928.91</u>
Total		<u>\$246,367.96</u>

Reasons for Extra(s)/Adjustment(s):

Reasons for the above items: the first item above was needed because the glazing material around the windows contained asbestos and needed special removal techniques to prevent it from becoming friable and airborne. The second item was needed to excavate and backfill around a foundation that was exposed during demolition of this site. The third item was needed because during the demolition of the building, the contractor found six hazardous materials that were not originally identified in the contract. The fourth item addresses originally identified materials which were found at additional, previously unidentified, areas at the demolition site. The last item identified was to pay service disconnect fees to the Detroit Water and Sewer Department. All prices were negotiated and are standard for the nature of the work they represent.

State Restricted Trunkline Funds, 100% Funding Percentages for This Job

Section 103.4 – **EXTRA WORK** – of the 1996 Standard Specifications for Highway Construction was interpreted to authorize payment for this extra work.

This Extra was recommended for approval by the State Transportation Commission at its April 24, 2003, meeting, and is now recommended for approval by the State Administrative Board.

Purpose/Business Case: This extra requests the inclusion of certain items, the necessity of which became evident during this demolition project.

Benefit: The public will benefit from the site being cleaned up to Federal and State environmental standards.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to complete the project.

Risk Assessment: The risk of not performing this work could result in the State of Michigan paying fines for failing to clean up this site, as well as having to clean it up in the future. It also poses a health risk to the population which could result in costly litigation.

Cost Reduction: All of the costs associated are standard for work of this type.

New Project Identification: This is an existing project already under contract.

OVERRUNS

186. **Item Number 05 – 1**

Control Section/Job Number: 84911 – 60526A MDOT Project

Contractor: A. Lindberg & Sons, Inc.
560 Mather Avenue
Ishpeming, Michigan 49849

Designed by: MDOT
Engineer's Estimate: \$117,732.50

Description of Project:

Wetland mitigation on Whitefish Hunt Club property in Masonville Township, Delta County.

Administrative Board Approval Date	August 6, 2002	
Contract Date	August 12, 2002	
Original Contract Amount	\$156,250.00	Total of
Overruns/Changes (Approved to Date)	15,625.00	+ 10.00 %
Total of Extras and Adjustments (Approved to Date)	0.00	+ 0.00 %
THIS REQUEST	<u>61,094.84</u>	+ <u>39.10</u> %
Revised Total	<u>\$232,969.84</u>	+ 49.10 %

SUMMARY:

The total of all Extras and Overruns approved to date, before this request, places this contract +10.00 % over the original budget for an Authorized to Date Amount of \$171,875.00.

Approval of this overrun will place the authorized status of the contract + 49.10 % over (\$76,719.84) the Original Budget.

Overruns Previously Approved by the Administrative Board: None

This contract modification requests payment for the following changes to the contract:

Excavation, Earth	364.790 m3 @ \$48.00/m3	\$17,509.92
Excavation, Rock	908.019 m3 @ \$48.00/m3	<u>43,584.92</u>
Total		<u>\$61,094.84</u>

Reason(s) for Overruns:

The designer underestimated the quantities of both earth and rock that needed excavating. The quantities were verified from original and final cross-sections.

State Restricted Trunkline Funds, 100 %
Funding Percentages For This Project

This Overrun was recommended for approval by the State Transportation Commission at its April 24, 2003, meeting, and is now recommended for approval by the State Administrative Board.

Purpose/Business Case: This request is to compensate the contractor for the additional quantities of original contract items.

Benefit: The public benefits from the project being constructed to the published standards.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: The risks associated with not doing this work is that the motoring public will be driving on substandard roadway facilities.

Cost Reduction: The price has been fixed by contract.

New Project Identification: This is an existing project already under contract.

187. **Item Number 05 – 2**

Control Section/Job Number: 73073 – 54311A

MDOT Project

Contractor: Pyramid Paving & Contracting
1503 Pine Street
Essex, Michigan 48732

Designed by: Consultant
Engineer's Estimate: \$453,521.46

Description of Project:

Bituminous cold milling, resurfacing, concrete base course widening, joint repairs, curb and gutter and traffic signal installation, at the M-58/M-47 intersection, in Saginaw Township, Saginaw County.

Administrative Board Approval Date	February 5, 2002	
Contract Date	February 14, 2002	
Original Contract Amount	\$507,070.59	
Total Changes/Overruns(Approved to Date)	50,707.06	+ 10.00 %
Total Extras/Adjustments(Approved to Date)	57,874.38	+ 11.41 %
THIS REQUEST	<u>67,940.71</u>	+ <u>13.40</u> %
Revised Total	<u>\$683,592.74</u>	+ 34.81 %

SUMMARY:

The total of all Extras and Overruns approved to date, before this request, places this contract 22.41 % over the original budget for an Authorized to Date Amount of \$615,652.03.

Approval of this overrun will place the authorized status of the contract 34.81 % over (+\$176,522.15) the Original Budget.

Overruns previously approved by the Administrative Board: State Administrative Board of March 18, 2003, Item No. 28, Overrun 3-3 in the amount of \$34,027.31.

This contract modification requests payment for the following changes to the contract:

Turf Establishment, Performance	15,441.070m2 @ \$4.40/m2	<u>\$67,940.71</u>
Total		<u>\$67,940.71</u>

Reason(s) for Overruns:

The turf establishment item was underestimated by the consultant who designed the plans.

FHWA, 80 %; State Restricted Trunkline Funds, 20 %
Funding Percentages For This Project

This Overrun was recommended for approval by the State Transportation Commission at its April 24, 2003, meeting, and is now recommended for approval by the State Administrative Board.

Purpose/Business Case: This request is to compensate the contractor for the additional quantities of original contract items.

Benefit: The public benefits from the project being constructed to the currently published standards.

Funding Source: FHWA, 80%; State Restricted Trunkline, 20%.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: The risks associated with this work not being done are that the motoring public would be driving on substandard roadway facilities, with a higher rate of accidents and/or litigation.

Cost Reduction: The price has been fixed by contract.

New Project Identification: This is an existing project already under contract.

188. **Item Number 05 – 3**

Control Section/Job Number: 14101 – 57879A

MDOT Project

Contractor: Thompson-McCully Company
5905 Belleville Road
Belleville, Michigan 48111

Designed by: MDOT
Engineer's Estimate: \$607,881.30

Description of Project:

12.264 km of bituminous resurfacing and isolated repairs on M-152, from Berrien east county line easterly to M-51, in Keeler and Silver Creek Townships, Van Buren and Cass Counties.

Administrative Board Approval Date	February 5, 2002	
Contract Date	March 19, 2002	
Original Contract Amount	\$491,872.96	
Total Changes/Overruns(Approved to Date)	49,187.29	+ 10.00 %
Total Extras/Adjustments(Approved to Date)	3,864.83	+ 0.78 %
THIS REQUEST	<u>87,985.44</u>	+ <u>17.89 %</u>
Revised Total	<u>\$632,910.52</u>	+ 28.67 %

SUMMARY:

The total of all Extras and Overruns approved to date, before this request, places this contract 10.78 % over the original budget for an Authorized to Date Amount of \$544,925.08.

Approval of this overrun will place the authorized status of the contract 28.67 % over (+\$141,037.56) the Original Budget.

Overruns Previously Approved by the Administrative Board: None.

This contract modification requests payment for the following changes to the contract:

Bituminous Mixture, 4C Warranty	2,956.5 t @ \$29.76/t	<u>\$87,985.44</u>
Total		<u>\$87,985.44</u>

Reason(s) for Overruns:

The Bituminous Mixture 4C, Warranty item, was underestimated by the plan designer.

State Restricted Trunkline Funds, 100 %
Funding Percentages For This Project

This Overrun was recommended for approval by the State Transportation Commission at its April 24, 2003, meeting, and is now recommended for approval by the State Administrative Board.

Purpose/Business Case: This request is to compensate the contractor for the additional quantities of original contract items.

Benefit: The public benefits from the project being constructed to the currently published standards.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: The risks associated with this work not being done are that the motoring public would be driving on substandard roadway facilities, with a higher rate of accidents and/or litigation.

Cost Reduction: The price has been fixed by contract. The repairs are expected to extend the life of the roadway.

New Project Identification: This is an existing project already under contract.

189. **Item Number 05 – 4**

Control Section/Job Number: 11555 – 51661A

Local Agency Project

Contractor: Northern Construction Services Corp.
2580 East Detroit Road, P.O. Box 1299
Niles, Michigan 49120

Designed by: Consultant
Engineer's Estimate: \$328,474.50

Description of Project:

0.76 km of bituminous pavement reconstruction with machine grading, bituminous surfacing, concrete curb and gutter, drainage structures, and storm sewer on West Center Street from the west city limits then easterly to Church Street, city of Coloma, Berrien County.

Administrative Board Approval Date	July 17, 2001	
Contract Date	August 7, 2001	
Original Contract Amount	\$289,640.75	
Total Changes/Overruns(Approved to Date)	28,964.08	+ 10.00 %
Total Extras/Adjustments(Approved to Date)	2,141.75	+ 0.74 %
THIS REQUEST	<u>245.40</u>	+ <u>0.08</u> %
Revised Total	<u>\$320,991.98</u>	+ 10.82 %

SUMMARY:

The total of all Extras and Overruns approved to date, before this request, places this contract 10.74 % over the original budget for an Authorized to Date Amount of \$320,746.58.

Approval of this overrun will place the authorized status of the contract 10.82 % over (+\$31,351.23) the Original Budget.

Overruns Previously Approved by the Administrative Board: None.

This contract modification requests payment for the following changes to the contract:

Drainage Structure Cover	122.7 kg @ \$2.00/kg	<u>\$ 245.40</u>
Total		<u>\$ 245.40</u>

Reason(s) for Overruns:

The Drainage Structure Cover item requirements were underestimated by the design consultant.

FHWA, 10.78 %; City of Coloma, 89.22 %
Funding Percentages For This Project

This overrun is recommended for approval by the May 6, 2003, State Administrative Board.

Purpose/Business Case: This request is to compensate the contractor for the additional quantities of original contract items.

Benefit: The public benefits from the project being constructed to the currently published standards.

Funding Source: FHWA, 10.78%; City of Coloma, 89.22%.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: The risks associated with this work not being done are that an open drainage structure in the right-of-way is a substantial safety risk. Work of this type often utilizes more drainage structures than the planners anticipate.

Cost Reduction: The price has been fixed by contract.

New Project Identification: This is an existing project already under contract.

190. **Item Number 05 – 5**

Control Section/Job Number: 63459 – 47915A Local Agency Project

Contractor: South Hill Construction Company
51490 Pontiac Trail, P.O. Box 930318
Wixom, Michigan 48393 - 0318

Designed by: Local Agency
Engineer's Estimate: \$2,255,502.40

Description of Project:

Bituminous paving of approximately 1.6 km of gravel road including curb and gutter, grading, ditching, drainage structures, and miscellaneous related work on Duck Lake Road from Cooley Lake Road to Commerce Road in Oakland County.

Administrative Board Approval Date	August 1, 2000	
Contract Date	August 28, 2000	
Original Contract Amount	\$2,108,897.75	
Total Changes/Overruns(Approved to Date)	210,889.78	+ 10.00 %
Total Extras/Adjustments(Approved to Date)	187,802.47	+ 8.90 %
THIS REQUEST	<u>67,346.47</u>	+ <u>3.19 %</u>
Revised Total	<u>\$2,574,936.47</u>	+ 22.09 %

SUMMARY:

The total of all Extras and Overruns approved to date, before this request, places this contract 18.90 % over the original budget for an Authorized to Date Amount of \$2,507,590.

Approval of this overrun will place the authorized status of the contract 22.09 % over (+\$466,038.72) the Original Budget.

Overruns Previously Approved by the Administrative Board: None

This contract modification requests payment for the following changes to the contract:

Sub grade Undercutting Type II 2596.24m3 @ \$25.94/m3	<u>\$ 67,346.47</u>
Total	<u>\$ 67,346.47</u>

Reason(s) for Overruns:

The Subgrade Undercutting Type II item was underestimated by the local agency designer.

FHWA, 81.85 %; Oakland County Road Commission, 18.15 %
Funding Percentages For This Project

This Overrun was recommended for approval by the State Transportation Commission at its April 24, 2003, meeting, and is now recommended for approval by the State Administrative Board.

Purpose/Business Case: This request is to compensate the contractor for the additional quantities of original contract items.

Benefit: The public benefits from the project being constructed to the currently published standards.

Funding Source: FHWA, 81.85%; Oakland County Road Commission, 18.15%.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: The risks associated with this work not being done are that the motoring public will be driving on sub-standard roadway facilities which will need repairs sooner than desired.

Cost Reduction: The price has been fixed by contract.

New Project Identification: This is an existing project already under contract.

191. **Item Number 05 – 6**

Control Section/Job Number: 63031 – 45714A MDOT Project

Contractor: John Carlo, Inc.
 River Ridge Corporate Center
 45000 River Ridge Road
 Clinton Township, Michigan 48038

Designed by: MDOT
Engineer's Estimate: \$26,379,839.86

Description of Project:

2.97 km of concrete roadway reconstruction on US-24 from Long Lake Road northerly to Square Lake Road; 7.55 km of concrete pavement repair on US-24 from 12 Mile Road northerly to Long Lake Road; 2.67 km of concrete roadway reconstruction on US-24 southbound from Square Lake road northerly to Old Telegraph Road; and structure replacement on US-24 under Orchard Lake Road, in the cities of Southfield and Pontiac, the village of Franklin, and Bloomfield Township, Oakland County.

Administrative Board Approval Date	March 21, 2000	
Contract Date	April 13, 2000	
Original Contract Amount	\$19,891,817.73	
Total Changes/Overruns(Approved to Date)	2,889,266.77	+ 14.52 %
Total Extras/Adjustments(Approved to Date)	980,228.23	+ 4.93 %
THIS REQUEST	<u>85,630.36</u>	+ <u>0.43</u> %
Revised Total	<u>\$23,846,943.09</u>	+ 19.88 %

SUMMARY:

The total of all Extras and Overruns approved to date, before this request, places this contract 19.45 % over the original budget for an Authorized to Date Amount of \$23,761,312.73.

Approval of this overrun will place the authorized status of the contract 19.88 % over (+\$3,955,125.36) the Original Budget.

Overruns Previously Approved by the Administrative Board: State Administrative Board of June 5, 2001, Item No. 196, Overrun 5-5 in the amount of \$900,085.

This contract modification requests payment for the following changes to the contract:

Pavement Repair,	1654.693 m2 @ \$51.75/m2	<u>\$ 85,630.36</u>
Reinforced Concrete		
Total		<u>\$ 85,630.36</u>

Reason(s) for Overruns:

The Pavement Repair, Reinforced Concrete item was underestimated by the design engineer.

FHWA, 81.85 %; State Restricted Trunkline Funds, 18.15 %
Funding Percentages For This Project

This Overrun was recommended for approval by the State Transportation Commission at its April 24, 2003, meeting, and is now recommended for approval by the State Administrative Board.

Purpose/Business Case: This request is to compensate the contractor for the additional quantities of original contract items.

Benefit: The public benefits from the project being constructed to the currently published standards.

Funding Source: FHWA, 81.85%; State Restricted Trunkline, 18.15%.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: The risks associated with this work not being done are that the motoring public will be driving on sub-standard roadway facilities.

Cost Reduction: The price has been fixed by contract.

New Project Identification: This is an existing project already under contract.

192. **Item Number 05 – 7**

Control Section/Job Number: 82457 – 56211A Local Agency Project

Contractor: Barrett Paving Materials, Inc.
5800 Cherry Hill Road Center
Ypsilanti, Michigan 48198

Designed by: Local Agency
Engineer's Estimate: \$891,238.50

Description of Project:

Cold milling bituminous surface, bituminous resurfacing, milling concrete pavement repair, concrete curb cap repair and adjusting drainage structures on Rotunda Drive from West Outer Drive to Oakwood in Wayne County.

Administrative Board Approval Date	November 6, 2001	
Contract Date	November 20, 2001	
Original Contract Amount	\$636,083.97	
Total Changes/Overruns(Approved to Date)	63,608.40	+ 10.00 %
Total Extras/Adjustments(Approved to Date)	993.54	+ 0.16 %
THIS REQUEST	<u>52,246.00</u>	+ 8.21 %
Revised Total	<u>\$752,931.91</u>	+ 18.37 %

SUMMARY:

The total of all Extras and Overruns approved to date, before this request, places this contract 10.16 % over the original budget for an Authorized to Date Amount of \$700,685.91.

Approval of this overrun will place the authorized status of the contract 18.37 % over (+\$116,847.94) the Original Budget.

Overruns Previously Approved by the Administrative Board: None

This contract modification requests payment for the following changes to the contract:

Miscellaneous Bituminous	286.908 t @ \$182.10/t	<u>\$52,246.00</u>
Aggregate Base, Repair, Patching		
Total		<u>\$52,246.00</u>

Reason(s) for Overruns:

The Miscellaneous Bituminous Aggregate Base, Repair, Patching item was underestimated by the local agency which designed the project.

FHWA, 81.85 %; Wayne County Road Commission, 18.15 % **Funding Percentages For This Project**

This Overrun was recommended for approval by the State Transportation Commission at its April 24, 2003, meeting, and is now recommended for approval by the State Administrative Board.

Purpose/Business Case: This request is to compensate the contractor for the additional quantities of original contract items.

Benefit: The public benefits from the project being constructed to the currently published standards.

Funding Source: FHWA, 81.85%; Wayne County Road Commission, 18.15%.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: The risks associated with this work not being done are that the motoring public will be driving on sub-standard roadway facilities.

Cost Reduction: The price has been fixed by contract.

New Project Identification: This is an existing project already under contract.

193. **Item Number 05 – 8**

Control Section/Job Number: 09408 – 49451A Local Agency Project

Contractor: Shaw Contracting/CRS.
208 Grove Street, P.O. Box 411
Kawkawlin, Michigan 48631

Designed by: Consultant
Engineer's Estimate: \$500,128.25

Description of Project:

0.44 km of bituminous pavement reconstruction, storm sewer, watermain, sanitary sewer, sidewalk, and pavement markings on Pine Street from Woodside Avenue to Essexville north city limits in the city of Essexville, Bay County.

Administrative Board Approval Date	March 19, 2002	
Contract Date	April 11, 2002	
Original Contract Amount	\$484,592.75	
Total Changes/Overruns(Approved to Date)	138,837.99	+ 28.65 %
Total Extras/Adjustments(Approved to Date)	35,369.46	+ 7.30 %
THIS REQUEST	<u>70,559.34</u>	+ <u>14.56 %</u>
Revised Total	<u>\$729,359.54</u>	+ 50.51 %

SUMMARY:

The total of all Extras and Overruns approved to date, before this request, places this contract 35.95 % over the original budget for an Authorized to Date Amount of \$658,800.20.

Approval of this overrun will place the authorized status of the contract 50.51 % over (+\$244,766.79) the Original Budget.

Overruns Previously Approved by the Administrative Board: State Administrative Board of February 4, 2003, Item No. 107, Overrun 2-3 in the amount of \$90,378.72.

This contract modification requests payment for the following changes to the contract:

Non Haz Contam Mat'l	1,192.560 m3 @ \$35.50/m3	\$42,335.88
Handling & Disp, LM		
Subgrade Undercut, Type II,	2,698.228 m3 @\$10.46/m3	<u>\$28,223.46</u>
Modified		
Total		<u>\$70,559.34</u>

Reason(s) for Overruns:

The item Non-hazardous Contaminated Material, Handling and Disposal, was increased to accomplish the original intent of the project. The item Subgrade Undercut, Type II modified was increased by construction to complete the project.

FHWA, 55.83 %; City of Essexville, 44.17 %

Funding Percentages For This Project

This Overrun was recommended for approval by the State Transportation Commission at its April 24, 2003, meeting, and is now recommended for approval by the State Administrative Board.

Purpose/Business Case: This request is to compensate the contractor for the additional quantities of original contract items.

Benefit: The public benefits from the project being constructed to the currently published standards.

Funding Source: FHWA, 55.83%; City of Essexville, 44.17%.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: The risks associated with this work not being done are that the motoring public will be driving on sub-standard roadway facilities.

Cost Reduction: The price has been fixed by contract.

New Project Identification: This is an existing project already under contract.

194. Item Number 05 – 9

Control Section/Job Number: 73404 – 50223A Local Agency Project

Contractor: Lois Kay Contracting Co.
 306 Stoker Drive
 Saginaw, Michigan 48604

Designed by: Local Agency
Engineer's Estimate: \$592,709.60

Description of Project:

0.63 mi of bituminous reconstruction including curb and gutter replacement and other related work on Gallagher Street from Elmwood Avenue to Glenwood Avenue in the city of Saginaw, Saginaw County.

Administrative Board Approval Date	June 4, 2002	
Contract Date	June 7, 2002	
Original Contract Amount	\$426,447.16	
Total Changes/Overruns(Approved to Date)	42,644.72	+ 10.00 %
Total Extras/Adjustments(Approved to Date)	5,377.80	+ 1.26 %
THIS REQUEST	<u>21,633.88</u>	+ <u>5.07</u> %
Revised Total	<u>\$496,103.56</u>	+ 16.33 %

SUMMARY:

The total of all Extras and Overruns approved to date, before this request, places this contract 11.26 % over the original budget for an Authorized to Date Amount of \$474,469.68.

Approval of this overrun will place the authorized status of the contract 16.33 % over (+\$69,656.40) the Original Budget.

Overruns Previously Approved by the Administrative Board: None

This contract modification requests payment for the following changes to the contract:

Concrete Pavement,	618.111 syd @ \$35.00/syd	<u>\$21,633.88</u>
Non-reinforced, 9 inch		
Total		<u>\$21,633.88</u>

Reason(s) for Overruns:

The Concrete Pavement, Non-reinforced, 9 inch item was increased during construction because the job was extended during the construction phase. The department staff at the Transportation Service Center and the department staff in the Local Government Section of the Michigan Department of Transportation Design Division concur with the decision.

FHWA, 81.85 %; City of Saginaw, 18.15 %
Funding Percentages For This Project

This Overrun was recommended for approval by the State Transportation Commission at its April 24, 2003, meeting, and is now recommended for approval by the State Administrative Board.

Purpose/Business Case: This request is to compensate the contractor for the additional quantities of original contract items.

Benefit: The public benefits from the project being constructed to the currently published standards.

Funding Source: FHWA, 81.85%; City of Saginaw, 18.15%.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: The risks associated with this work not being done are that the motoring public will be driving on sub-standard roadway facilities.

Cost Reduction: The price has been fixed by contract.

New Project Identification: This is an existing project already under contract.

195. **Item Number 05 – 10**

Control Section/Job Number: 33403 – 55933A Local Agency Project

Contractor: L & L Construction Company, Inc.
 4195 Willoughby Road
 Holt, Michigan 48842

Designed by: Consultant
 Engineer's Estimate: \$477,721.25

Description of Project:

0.98 mi of pulverizing and resurfacing with bituminous pavement, partial replacement of concrete curb and gutter, and watermain and sidewalk construction on MAC Avenue to Hagadorn Road in the city of East Lansing, Ingham County.

Administrative Board Approval Date	June 4, 2002	
Contract Date	June 5, 2002	
Original Contract Amount	\$395,025.87	
Total Changes/Overruns(Approved to Date)	39,502.59	+ 10.00 %
Total Extras/Adjustments(Approved to Date)	4,825.12	+ 1.22 %
THIS REQUEST	<u>4,599.07</u>	+ <u>1.16%</u>
Revised Total	<u>\$443,952.66</u>	+ 12.38 %

SUMMARY:

The total of all Extras and Overruns approved to date, before this request, places this contract 11.22 % over the original budget for an Authorized to Date Amount of \$439,353.59.

Approval of this overrun will place the authorized status of the contract 12.38 % over (+\$48,926.78) the Original Budget.

Overruns previously approved by the Administrative Board: None

This contract modification requests payment for the following changes to the contract:

Curb and Gutter, Concrete, Detail 4	375.434 Ft @ \$12.25/Ft	<u>\$ 4,599.07</u>
Total		<u>\$ 4,599.07</u>

Reason(s) for Overruns:

The Curb and Gutter, Concrete, Detail 4 item, was underestimated by the plan design consultant.

FHWA, 65.30 %; City of East Lansing, 34.70 % **Funding Percentages For This Project**

This overrun is recommended for approval by the May 6, 2003, State Administrative Board.

Purpose/Business Case: This request is to compensate the contractor for the additional quantities of original contract items.

Benefit: The public benefits from the project being constructed to the currently published standards.

Funding Source: FHWA, 65.30%; City of East Lansing, 34.70%.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: The risks associated with this work not being done are that the motoring public will be driving on sub-standard roadway facilities.

Cost Reduction: The price has been fixed by contract.

New Project Identification: This is an existing project already under contract.

EXCESS PROPERTY/RESOLUTIONS

196. RESOLUTION "A" - GRANT OF EASEMENT TO ABUTTING OWNER Linden (Price's) Airport

The subject property, Price's Airport, is located in the city of Linden, Genesee County, Michigan and the said Easement is being given over to the abutting property owner to create a boulevard for ingress and egress as well as to installing and maintaining utilities within the Easement area. Price's Airport is a joint-benefit facility in which the State of Michigan owns the air side portion of the airport facility and a private entity owns and is developing the landside of the airport without any expense to the citizens of Michigan. The State benefits by the further landside development of the airport at no cost to the citizens of Michigan, and the private entity's air park benefits by a reduction of the infrastructure costs of an airport. This exchange has been reviewed by and recommended for approval by the Bureau of Aeronautics Project Manager, Carol Aldrich. Ms. Aldrich's recommendation was approved by Airport Division Administrator, Ronald Seely. The Easement was determined to be Mutual Benefit by the Bureau of Aeronautics. The Michigan Department of Transportation (MDOT), Bureau of Aeronautics, has an existing contract for airport management with Linden Airport Leasing, L.L.C. They have requested an easement in perpetuity in order to build a new landside access boulevard for the purposes of ingress and egress and to install and maintain utilities within the easement at Price's Airport in the city of Linden, Genesee County, Michigan. The easement has been determined to be a mutual benefit to both parties.

Mutual Benefit

Purpose/Business Case: Price's Airport is a state-owned facility that is leased by Linden Airport Leasing, LLC. Linden Airport Leasing, LLC, is developing airport facilities on property owned by Linden Airport Leasing, LLC, including hangars and residential units that include hangars. Access to the development will need an easement over state-owned land.

Benefit: Price's Airport is a joint benefit facility where the State owns the air-side portion of an airport facility and a private entity owns and is developing the landside facilities. The State benefits by the further development of an airport without the cost of the landside development, and the private entity benefits by a reduction of the infrastructure cost of an airport. This airport is the first of its kind in Michigan and is patterned after several facilities located in other states. The easement is required due to the physical limitations of the site.

Funding Source: There are no funds required for this contract.

Commitment Level: There is no financial commitment on the part of the State, only the commitment to grant the easement to allow Linden Airport Leasing, LLC, to develop and improve the overall character and use level of the airport.

Risk Assessment: If the grant of easement is not approved, Linden Airport Leasing, LLC, will be disadvantaged in its efforts to develop the Price's Airport landside facilities, and the State of Michigan will possibly be disadvantaged by the less development of the overall airport.

Cost Reduction: There is no cost to the State, but there will be an enhancement to the airport's landside.

New Project Identification: This action is related to the existing contract between the parties.

197. RESOLUTION “A” – Relinquishment of Easement
CS 80011 - Parcel 3 Pt. A – Tract #537

The area proposed for relinquishment contains 1.91 acres (more or less) and is located in the township of South Haven, Van Buren County, Michigan. MDOT has ceased using the easement rights granted and, in accordance with MDOT’s procedures, the parcel was determined to be excess by the Bureau of Highways - Development. A relinquishment has been requested by the current fee owners’ attorney, Stephen M. Neumer, and the \$500 processing fee has been paid. The granting of this relinquishment has been approved by Roberta Welke, Region Engineer, Southwest Region.

\$500
(Processing Fee)

Purpose/Business Case: When MDOT relocates right-of-way, in effect it abandons its usually narrowly defined “For Highway Purposes” easement rights. Therefore, when requested, and upon payment of a \$500 processing fee, we “release” our previously held abandoned easement interest.

Benefit: MDOT benefits by reducing its possible liability as an interested party in the property as well as earning the \$500 processing fee and generating revenue.

Funding Source: N/A, revenue generating.

Commitment Level: Relinquishment of an unused easement interest is not pursued without the payment of the \$500 processing fee.

Risk Assessment: If requests for relinquishment are not processed, the amount of State revenue will be reduced.

Cost Reduction: The State does not accept less than the prescribed processing fee.

New Project Identification: N/A

198. RESOLUTION “B” – Transfer Sale to Local Municipality
CS 25101 - Parcel 537 Pt. A – Tract #193

The subject tract is located in Vienna Township, Genesee County, Michigan, and contains 12,600 square feet, more or less. The subject property was appraised by Mark Bollinger, Member Appraisal Institute, Bollinger Appraisal & Investment Co., at \$15,000. The appraisal review was completed by Ms. Phyllis K. Burghy, Property Analyst, Bay Region. Per MDOT procedures, the subject tract was offered for sale to the local municipalities prior to being offered to the public. Vienna Township expressed a desire to purchase the property, completed the “Application to Purchase and Agreement of Sale,” and has paid the appraised market value in full. The parcel was determined to be excess by the Bureau of Highways - Development.

\$15,000

Purpose/Business Case: The purpose of excess property sale contracts is to dispose of State-owned excess property by sale to State agencies, local units of governments, or private parties. The sale of excess property returns revenue to the State.

Benefit: MDOT benefits by reducing the inventory of State-owned property and generating revenue.

Funding Source: N/A, revenue generating.

Commitment Level: Excess property is appraised for value and minimum sale price is based on that appraised value.

Risk Assessment: If excess property is not sold, the amount of State revenue will be reduced.

Cost Reduction: The State does not accept less than appraised value.

New Project Identification: N/A

199. RESOLUTION “C” – Relinquishment of Easement
CS 41051 - Parcel 320S Pt. A – Tract #555

The area proposed for relinquishment contains 1.19 acres, more or less, and is located in the township of Grand Rapids, Kent County, Michigan. Due to further improvements to the drainage course at this location, MDOT no longer has a need for the drainage easement rights it holds. In accordance with MDOT's procedures, the parcel was determined to be excess by the Bureau of Highways - Development. This relinquishment has been requested by the Kent County Drain Commission (KCDC), who has incorporated the MDOT highway drainage at this location. This parcel is no longer needed for a retention basin. The new system connects to the MDOT highway drainage system and routes the highway flow into the new KCDC basin. This new system is maintained by and under the control of KCDC, which provides for potential savings in maintenance costs to MDOT. Therefore, the consideration is mutual benefits for MDOT in this Relinquishment of Easement because its highway drainage is connected to the new system and maintenance is the responsibility of KCDC. The granting of this relinquishment has been approved by Steven J. Earl, Region Engineer, Grand Region.

Mutual Benefits

Purpose/Business Case: When MDOT relocates right-of-way, in effect it abandons its usually narrowly defined "For Highway Purposes" easement rights. Therefore, when requested, and upon payment of a \$500 processing fee, we "release" our previously held abandoned easement interest.

Benefit: MDOT benefits by reducing its possible liability as an interested party in the property as well as earning the \$500 processing fee and generating revenue.

Funding Source: N/A, revenue generating.

Commitment Level: Relinquishment of an unused easement interest is not pursued without the payment of the \$500 processing fee.

Risk Assessment: If requests for relinquishment are not processed, the amount of state revenue will be reduced.

Cost Reduction: The State does not accept less than the prescribed processing fee.

New Project Identification: N/A

200. RESOLUTION "D" – Negotiated Sale CS 41064 - Parcel 418 Pt. A - Tract #490

The property is located in Byron Township, Kent County, Michigan and contains 9.83 acres, more or less. The subject tract was appraised by Jeffrey Glenn Genzink, Independent Fee Appraiser, on June 19, 2002, and reviewed and approved at the current market value of \$118,000 by Dave Thomas, Property Analyst, on September 4, 2002. Metropolitan Hospital Development has offered to purchase the subject tract at the appraised value. The parcel was determined to be excess by the Bureau of Highways - Development.

\$118,000

Purpose/Business Case: The purpose of excess property sale contracts is to dispose of State-owned excess property by sale to State agencies, local units of governments, or private parties. The sale of excess property returns revenue to the State.

Benefit: MDOT benefits by reducing the inventory of State-owned property and generating revenue.

Funding Source: N/A, revenue generating.

Commitment Level: Excess property is appraised for value and minimum sale price is based on that appraised value.

Risk Assessment: If excess property is not sold, the amount of State revenue will be reduced.

Cost Reduction: The State does not accept less than appraised value.

New Project Identification: N/A

201. RESOLUTION “E” – Over the Counter
CS 73000 - Parcels Maint. 1 – Maint. 4 Pt. A, 101 Pt. A - Tract #503

The property is located in the city of Saginaw, Saginaw County, Michigan, and contains 51,200 square feet, more or less. The subject tract was appraised by Douglas Trimpe, Property Analyst, on March 11, 1996, and reviewed and approved at the current market value of \$55,000 by Sarah M. Carlton, Bay Region Appraiser, on July 31, 2002. D & W Development, L.L.C., has offered to purchase the subject tract at the appraised value. The parcel was determined to be excess by the Bureau of Highways - Development.

\$55,000

Purpose/Business Case: The purpose of excess property sale contracts is to dispose of State-owned excess property by sale to State agencies, local units of governments, or private parties. The sale of excess property returns revenue to the State.

Benefit: MDOT benefits by reducing the inventory of State-owned property and generating revenue.

Funding Source: N/A, revenue generating.

Commitment Level: Excess property is appraised for value and minimum sale price is based on that appraised value.

Risk Assessment: If excess property is not sold, the amount of State revenue will be reduced.

Cost Reduction: The State does not accept less than appraised value.

New Project Identification: N/A

202. RESOLUTION “F” - Over-the-Counter Sale
CS 70041 – Parcel 290AP Pt. A – Tract #227

The subject excess property is located in the township of Allendale, Ottawa County, Michigan, and originally contained 31,315 square feet (more or less). The subject tract was appraised by Clarence R. Bolt, Independent Fee Appraiser, at a current market value of \$307,000 on December 28, 2001. The appraisal was reviewed by Kevin Kalmbach, Property Analyst, Southwest Region, on April 29, 2002, in the amount of \$307,000. On October 8, 2002, the area of excess property was reduced to 30,643 square feet due to MDOT’s need to retain an additional 672 square feet for highway purposes. Due to the decrease in area, the subject excess property was reviewed and updated by Joseph Miller, Property Analyst, Excess Property Unit, Project Development Section, on March 20, 2003, in the amount of \$293,000, and approved for sale by Patrick Scarlett, Supervisor, Excess Property Unit, Project Development Section, on March 20, 2003. Links to West Michigan, L.L.C. has offered to purchase the subject tract at the appraised value. The parcel was determined to be excess by the Bureau of Highways - Development.

\$293,000

Purpose/Business Case: The purpose of excess property sale contracts is to dispose of State-owned excess property by sale to State agencies, local units of governments, or private parties. The sale of excess property returns revenue to the State.

Benefit: MDOT benefits by reducing the inventory of State-owned property and generating revenue.

Funding Source: N/A, revenue generating.

Commitment Level: Excess property is appraised for value and minimum sale price is based on that appraised value.

Risk Assessment: If excess property is not sold, the amount of State revenue will be reduced.

Cost Reduction: The State does not accept less than appraised value.

New Project Identification: N/A

203. [RESOLUTION “G” – Exchange](#)

CS 11053 - JN 48447B - Parcels to MDOT 20, 21, 22, 23

Tracts 614, 615, 616 - Parcels to Others 3, 505, 524

This transaction is an exchange of MDOT-owned excess property for required right-of-way for the M-63 improve and expand project in Berrien County, Michigan. As compensation for the said right-of-way, MDOT is to convey excess land. The properties in this exchange are located in the cities of Benton Harbor and St. Joseph, Michigan. The property MDOT is acquiring is valued at \$303,000. Under a collaborative agreement, the Whirlpool Corporation and the cities of Benton Harbor and St. Joseph will receive MDOT excess property valued at \$306,600. Therefore, MDOT will receive \$3,600 in addition to the required right-of-way. Both the proposed right-of-way and the MDOT- owned excess property were appraised by Robert W. Bogner of the appraisal firm of Robert W. Bogner and Associates and reviewed by David Ricard, Southwest Region Appraiser. The parcels were determined to be excess by the Bureau of Highways - Development.

Purpose/Business Case: The purpose of excess property sale contracts is to dispose of State-owned excess property by sale to State agencies, local units of governments, or private parties. The sale of excess property or the exchange of excess property for other State needed real estate interests returns revenue to the State or minimizes capital outlay.

Benefit: MDOT benefits by reducing the inventory of State-owned property and generating revenue or receiving other benefit.

Funding Source: N/A, revenue generating.

Commitment Level: Excess property is appraised for value and minimum sale price or exchange value is based on that appraised value.

Risk Assessment: If excess property is not sold, the amount of State revenue will be reduced.

Cost Reduction: The State does not accept less than appraised value.

New Project Identification: N/A

In accordance with MDOT's policies and procedures and subject to concurrence by the Federal Highway Administration, the preparation and execution of the appropriate documents approved by the Attorney General, and compliance with all legal and fiscal requirements, the Director recommends for approval by the State Administrative Board the items on this agenda.

The approval by the State Administrative Board of these contracts does not constitute the award of same. The award of contracts shall be made at the discretion of the Director-Department of Transportation when the aforementioned requirements have been met. Subject to exercise of that discretion, I approve the contracts described in this agenda and authorize their award by the responsible management staff of MDOT to the extent authorized by, and in accordance with, the December 14, 1983, resolution of the State Transportation Commission and the Director's delegation memorandum of January 14, 2003.

Respectfully submitted,

Gloria J. Jeff
Director

SPECIAL AGENDA

DEPARTMENT OF TRANSPORTATION

TRANSPORTATION and NATURAL RESOURCES COMMITTEE STATE ADMINISTRATIVE BOARD

Special T&NR Meeting: May 6, 2003 – State Capitol, 10:50 AM
State Administrative Board Meeting: May 6, 2003 - State Capitol, 11:00 AM

CONTRACTS

1. HIGHWAYS - University Services

Authorization (Z3) under Contract (96-5434) between MDOT and Michigan Technological University will provide for the continuation of the Local Technical Assistance Program (LTAP), which is mandated by the Federal Highway Administration. This authorization will provide for continuation of the administrative functions of the LTAP program. The authorization will begin on the date of award and expire December 31, 2003. The authorization amount will be \$413,674. The contract term is from April 18, 1997, until not less than 90 days from date of written notice of desire to terminate by either party to the other party. Source of Funds: Federal, Restricted State, or University funds, depending on the particular project authorized.

Purpose/Business Case: To transfer information about technology to local and county agencies to deal with the issues related to Transportation.

Benefit: Benefits include improvements in the processes, use of better methods and materials for construction, and staff training to handle the latest technology for management of transportation infrastructure.

Funding Source: 100% Federal Highway Administration Funds

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: Mandated by the Federal Highway Administration as a part of the transportation legislation. If the authorization is not awarded, we will not be in compliance with the Federal mandate.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

New Project Identification: 2003 Michigan LTAP work plan. Not a new program.

2. *MULTI MODAL (UPTRAN) - Section 3037 Revenue Grant

Contract (2003-0121) between MDOT and the Federal Transit Administration (FTA) will provide for a grant of \$814,408 in Federal funds to the State to provide operating and capital assistance for seven eligible agencies participating in the FY 2002 Section 3037 Job Access and Reverse Commute Program. State matching funds in the amount of \$814,408 have been committed. The effective date of the grant is October 1, 2002, and the grant will be in effect for three years. The grant is retroactive due to the term matching the Federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board on October 6, 1992, from the State Administrative Board retroactive contract policy. The total contract amount is \$1,628,816. Source of Funds: Federal Transit Administration Funds - \$814,408; State Restricted Comprehensive Transportation Funds - \$581,795; Family Independence Agency Funds - 232,613.

Purpose/Business Case: Provides operating and capital assistance to seven eligible agencies participating in the FY 2002 Section 3037 Job Access and Reverse Commute program.

Benefit: Provides funds for projects to transport welfare recipients and low income individuals to and from employment, job training, and child care and expands the service areas and hours of seven existing public transit agencies.

Funding Source: Federal Transit Administration - \$814,408; State Restricted Comprehensive Transportation Funds - \$581,795; Family Independence Agency Funds - \$232,613.

Commitment Level: Contract based on cost estimates.

Risk Assessment: The risk of not approving this contract is that Federal funds will be lost and the needed service to jobs will not be provided.

Cost Reduction: Revenue grant from FTA - amount is not negotiated.

New Project Identification: Not a new construction project.

BID LETTING

LOCAL PROJECTS

3. (#167 on original Agenda)
LETTING OF APRIL 04, 2003
PROPOSAL 0304035
PROJECT STE 50458-48979 , ETC
LOCAL AGRMT. 03-5083, 03-5084
START DATE - JUNE 01, 2003
COMPLETION DATE - NOVEMBER 01, 2003
- | ENG. EST. | LOW BID |
|-------------------|-----------------|
| \$ 5,768,787.55 | \$ 4,391,469.58 |
| % OVER/UNDER EST. | |
| -23.88 % | |

Widen from two and four lanes to five lanes on 23 Mile Road
from Van Dyke Avenue to Mound Road in Shelby Township,
Macomb County.

10.00 % DBE participation required

BIDDER	AS-READ	AS-CHECKED	
Lanzo Construction Company	\$ 6,277,233.58	Same	7
Tony Angelo Cement Construction	\$ 4,660,189.61	Same	2
Thompson-McCully Company			
V.I.L. Construction, Inc.			
Ajax Paving Industries, Inc.	\$ 4,987,519.43	Same	4
John Carlo, Inc.	\$ 5,379,680.36	Same	5
Florence Cement Company			
Angelo Iafrate Construction Company	\$ 4,909,089.82	Same	3
Dan's Excavating, Inc	\$ 4,391,469.58	Same	1 **
Barrett Paving Materials, Inc.			
Peake Contracting, Inc.			
Pamar Enterprises, Inc.			
L. D'Agostini & Sons, Inc.	\$ 5,436,148.46	Same	6
Six-S, Inc.			
Todd T. Kneisel Construction Co.			

7 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Purpose/Business Case: The project is for the resurfacing of a Federal aid route under local jurisdiction. It was selected, through a process outlined in the Transportation Equity Act for the 21st Century, by the local agency regional planning authority, and was approved by MDOT and the Federal Highway Administration.

Benefit: By awarding this project, the Federal aid highway system is further preserved providing increased economic value and quality of life for the traveling public.

Funding Source:

48979A	
Federal Highway Administration Funds	65.00 %
Shelby Township	35.00 %
74134A	
Macomb County	23.29 %
Federal Highway Administration Funds	76.71 %

Commitment Level: The contract cost is not fixed. It is based on the engineer=s best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded the Federal funds must be returned to the Federal government for use in another Federal aid project.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations prior to award of the contract, is in violation of Federal regulation and MDOT specs.

New Project Identification: 100% of project 48979A is new and is funded as follows:

Shelby Township	\$1,383,312.80
Federal Highway Administration Funds	\$2,569,009.70

4. LETTING OF MAY 05, 2003	ENG. EST.	LOW BID
PROPOSAL 0305601	\$ 1,233,874.30	\$ 965,829.88
PROJECT M 70041-75209		
LOCAL AGRMT.		% OVER/UNDER EST.
START DATE - MAY 09, 2003		
COMPLETION DATE - MAY 23, 2003		-21.72 %

11.080 miles of hot mix asphalt cold milling and one course overlay on M-45 (Lake Michigan Drive) from east of US-31 easterly to west of 68th Street in Grand Haven, Robinson and Allendale Township in Ottawa County.

A 2003 highway preventive maintenance project.

BIDDER	AS-READ	AS-CHECKED	
Rieth-Riley Construction Co., Inc.	\$ 977,595.08	Same	2
Thompson-McCully Company	\$ 1,045,375.88	Same	3
Aggregate Industries-Central Region	\$ 965,829.88	Same	1 **

3 Bidders

Purpose/Business Case: The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

Benefit: These treatments retard future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

Funding Source: State Restricted Trunkline Funds - 100 %

Commitment Level: The contract cost is not fixed. It is based on the engineer=s best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of injury/accidents due to existing surface conditions.

Cost Reduction: Lower vehicle maintenance costs.

New Project Identification: Maintenance.

In accordance with MDOT's policies and procedures and subject to concurrence by the Federal Highway Administration, the preparation and execution of the appropriate documents approved by the Attorney General, and compliance with all legal and fiscal requirements, the Director recommends for approval by the State Administrative Board the items on this agenda.

The approval by the State Administrative Board of these contracts does not constitute the award of same. The award of contracts shall be made at the discretion of the Director-Department of Transportation when the aforementioned requirements have been met. Subject to exercise of that discretion, I approve the contracts described in this agenda and authorize their award by the responsible management staff of MDOT to the extent authorized by, and in accordance with, the December 14, 1983, resolution of the State Transportation Commission and the Director's delegation memorandum of January 14, 2003.

Respectfully submitted,

Gloria J. Jeff
Director